The Commercial Car Journal

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Announcing—

The First of a Series of Vocational Studies of Truck Use Which Every Salesman Should Read

THE salesman who knows his prospect's business has the bulge on competition—and that knowledge is the basis of vocational selling of motor trucks.

For the salesmen to get this intimate information regarding the various vocations using trucks is not simple, as he is judged not on the basis of what he knows but on the orders he produces. His efforts to study along vocational lines must be sandwiched into his work of producing a consistent volume of sales.

To facilitate this study on the part of salesmen, COMMERCIAL CAR JOURNAL introduces the first of a series of studies of the various major vocations using trucks, which will appear from time to time in the future. The first of these studies begins on Page 10 of this number and deals with department store delivery. It is written by Arthur W. Einstein, formerly manager of the Retail Delivery Association, who probably has as broad a knowledge of the transportation problems in this field as any man in the country.

These studies will be brief, necessarily, but in them an effort will be made to bring out the major features of the different vocations of direct interest to truck salesmen. They will provide information which it would take the individual considerable time to dig out for himself and this information can be used as a basis for a more detailed study by the men on the firing line. We feel sure that salesmen who read and digest these studies as they appear in COMMERCIAL CAR JOURNAL will gain a clearer picture of the business of his prospects in the vocations considered and will be better able to talk their language.

The possibilities inherent in the vocational plan of selling motor trucks are being exploited more aggressively at the present time than ever before in the history of our industry. Many of the important truck manufacturers are carrying on extensive sales promotion campaigns based on the vocational idea, and dealers and branches are synchronizing their sales effort with these campaigns.

Vocational selling is not a new idea for the truck industry. It probably had its genesis a decade or more back in an effort to secure more effective coverage of the market for motor trucks. Many prospects were not being made the subject of sales effort largely because the direction of such sales effort was not based on an organized plan.

To meet this condition careful analyses were made of the use of trucks at that time and, as a result, a vocational classification was developed showing the various lines of business needing truck transportation. This classification was then made the basis of a study of the market possibilities in each territory. All the grocers, all the plumbers, all the laundries, etc., in a territory were listed under the respective headings in the vocational classification. In this way a rather complete list of probable users of trucks was obtained and this list formed the basis for sales effort. This procedure amounted to fine-combing the territory and assured practically 100 per cent identification of all the probable or possible users of trucks.

This, however, is not the whole story of vocational selling, particularly as it is being practiced today. Securing complete territorial coverage still is an important feature of the plan but much emphasis at the present time also is being placed on the importance of studying the requirements and peculiarities of the various vocations to obtain knowledge that can be used effectively in selling. This phase of vocational selling which is being stressed so strongly at this time, is simply a recognition of the fact that the salesman who knows his prospect's business has the bulge on competition.

Department Store Delivery—the First of the Series—Starts on the Next Page

Department St

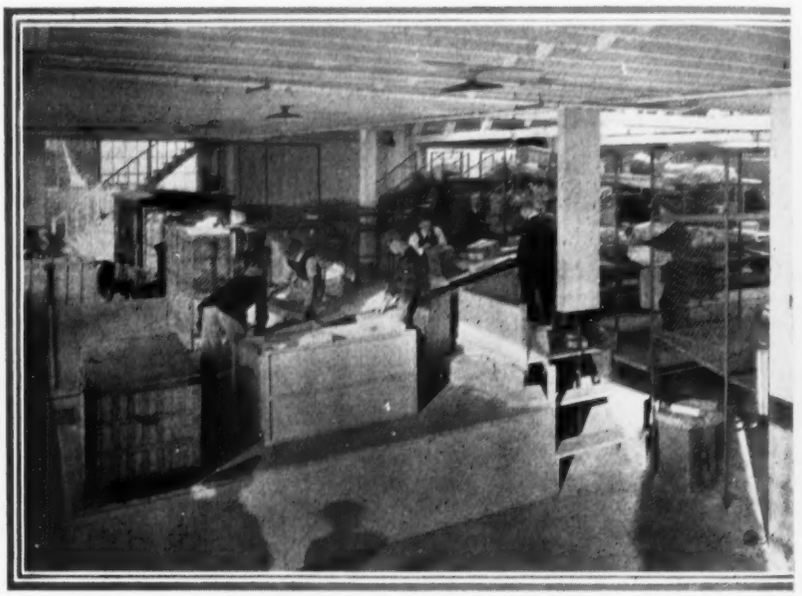
A Study of the Delivery Vocation Written for

By Arthur

Formerly Manager of the

"I'LL take that. Send it to . . . . ." The salesperson across the counter from the customer who has just made a purchase, notes down the name and address. The next day, or perhaps even the same day, the purchase is delivered at the customer's home. Multiply this transaction by anywhere from 10,000 to 110,000 and you'll have an idea of the job the delivery division of a large department store faces daily.

How this job is handled is of very definite interest to the truck trade not merely because the motor truck plays an important part in its accomplishment but also because an appreciation of the prospect's problems and objectives is one of the fundamentals of successful selling. Consequently in discussing department store delivery at the request of COMMERCIAL CAR JOURNAL, I am doing so with the thought that the information will assist the trade in selling this important class of truck buyers. Most salesmen will acknowledge how valuable it is to them in their sales work to know something about the prospect's business and to be able to talk his language.



A scene in a large delivery depot. The truck carrying the packages are then routed, placed on the belt, transferred to the sheetwriters' right the drivers

Perhaps the best way to define what delivery includes in the department store field is to indicate what elements of expense are accumulated under this heading. Delivery expense starts as soon as the merchandise has been packed or wrapped, and ends with the delivery to the customer. This complete function is known as total delivery which is sub-divided into internal and external delivery.

Internal delivery starts with the wrapped package and ends when it reaches the truck. External delivery commences when the driver takes possession of the packages and is completed by their delivery to customers or return to the store. Expenses charged to external delivery include drivers' and helpers' wages, supervision, maintenance of vehicles, depreciation of plant and equipment, supplies including gas and electricity, oil and tires, interest, insurance, taxes, vehicle licenses, etc. Of the total delivery expense, internal delivery usually represents about one-third and external delivery about two-thirds, this rough rule naturally being subject to considerable variation.

Department stores regard delivery as a service expense even though it always is an important factor in building or breaking-down store prestige and good-will. It is important for the motor truck salesman to recognize this fact because the buyer's attitude toward an expenditure which he considers a service expense, is likely to be quite different from the one he has toward a purchase that he classifies mentally as a direct merchandising cost; it is like productive and non-productive time in the service station.

It is impossible to generalize on department store delivery expense because neither store policies nor the areas they serve are standardized. One store may school its employees to ask the customer tactfully to take the package with her and as a result, deliver only 10 or 15 per cent of its sales. Another store in the same city may deliver 30 to 50 per cent of its transactions because its employees are not similarly schooled.

As a result, in the first case, delivery expense may be less than 1 per cent of gross sales, while in the second it may run from 1½ to 2½ per cent. Moreover, one store may carry charge accounts and another sell for cash only. In the latter case, a much higher percentage of C.O.D.'s would have to be delivered and, inasmuch as a C.O.D. stop takes longer, the delivery cost naturally is higher, as the driver can make fewer stops per day. Furthermore one store may limit its delivery service to a relatively small area around the store while another may deliver any place within a radius of 50 to 75 miles. As a general rule, however, department store delivery expense will run approximately from 1 to 1½ per cent of gross sales.

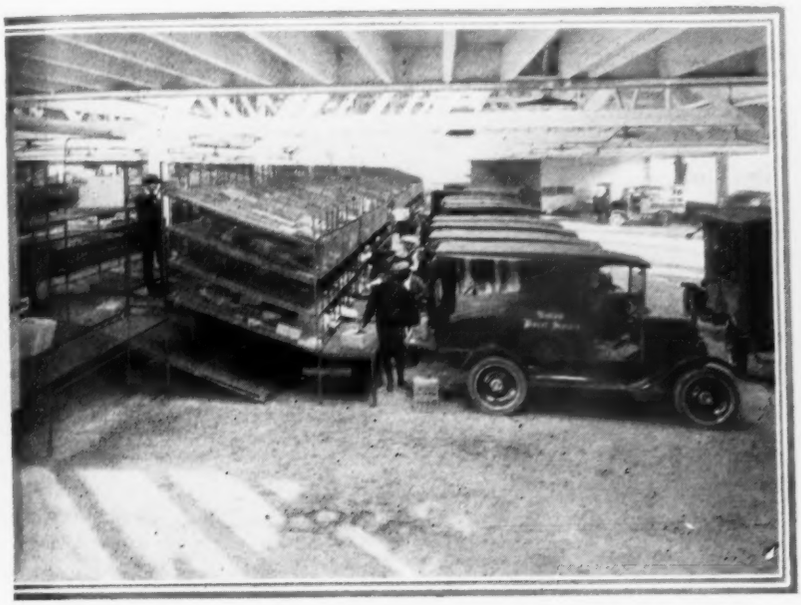
In making cost comparisons, department stores usually talk in terms of cost per package delivered. Naturally it makes quite a difference whether, in figuring the average cost per package, both internal and external delivery expense is included, or only the external delivery expense considered. Also, in a specific instance, what the cost per package is depends on individual conditions. If delivery service is provided over a relatively small area around the store with all routes showing a large number of stops per mile, the cost per

ore Delivery

Problem of This Important the Truck Salesman

W. Einstein

Retail Delivery Association



from the store to the depot is shown in the left background. They bins, necessary records made and end up in the drivers' bins. At the are shown loading

package obviously will be less than will be the case where a store delivers not only in the city but also in a large suburban territory. Under the latter conditions, the deliveries per mile will be much fewer and the cost per package higher. Moreover topographical and traffic conditions vary in different cities and these affect costs. Consequently some stores will show an average per package cost as low as five cents for EXTERNAL delivery only, while others may have an EXTERNAL package cost of 18 cents or more.

When considering delivery expense, it is essential to think of both the percentage of this expense to sales and the per package cost. Either one alone does not tell the entire story. The per package cost is a measure of the production efficiency of the delivery department while the percentage cost reveals the effect of the store's delivery policy and is used when figuring overhead.

The extent and character of the delivery department organization varies widely in different stores. It may be headed by a transportation or delivery manager who has under him a delivery superintendent responsible for internal delivery, and a garage superintendent who has jurisdiction over the vehicles and the garage. In any case it is important for the salesman to determine who the responsible delivery executives are in each case as it is necessary to sell them to get the order. Those executives who are directly responsible for truck operation and maintenance usually are the only ones in the store organization who understand the mechanical details and niceties of truck design and who are likely to show very much interest in these features.

In addition to the delivery executives, however, it is usually necessary to sell a number of other executives. These include the store manager, who is responsible for all service expense; the purchasing agent, because it is his function to buy all store equipment and supplies; sometimes the controller, because he is interested in controlling expense; and even the president or general manager. The fact that these higher executives are a factor in the purchase of motor trucks does not indicate any lack of confidence in the delivery executives, but rather that they like to keep in touch with what is going on under them, particularly when as large a purchase as one or more trucks is under consideration.

In dealing with the garage superintendent, the transportation manager, the shipping room superintendent, the store manager, the purchasing agent, the controller or the president of the company, it is necessary for the salesman to study each executive to discover exactly what part of the deal interests him. The president may be interested only in the appearance of the fleet; therefore talk art or color scheme to him, etc. The controller is interested in decreasing expense and is naturally concerned with economy. A study of each executive to determine which phase of the transaction interests him most will help materially in getting the order.

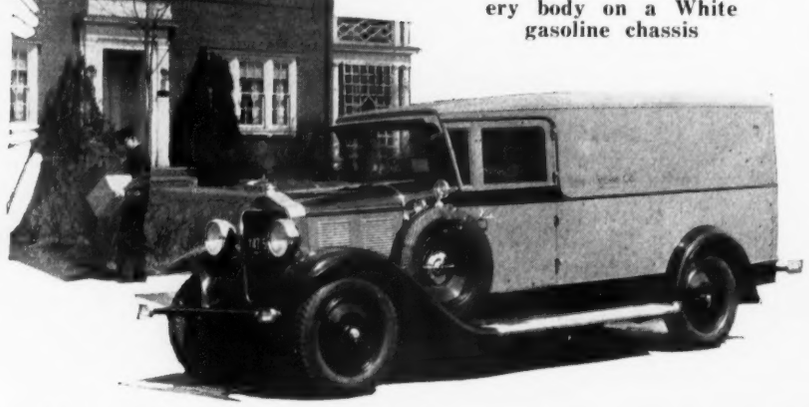
Department store men classify the merchandise to be delivered as packages, bulk and furniture. The term "package" is largely self-explanatory although some stores limit it to items of 2 cu. ft. or less volume. Bulk consists of items having a volume of more than 2 cu. ft. or thereabouts and consists largely of house-furnishings other than furniture.

Because of the diverse types of merchandise to be delivered, department stores use a wide variety of motor truck equipment. For package loads, a truck rated at from ½ to ¾-ton capacity equipped with panel or screen-side body is suitable. The loads it will be called upon to carry will seldom exceed 500 lb. in weight and will consist of from 50 to 200 packages. Bodies used in this service should have a loading space of from 6 to 7½ ft. In the panel type, a dome-light is desirable to provide illumination for sorting the load, particularly in the winter months when it gets dark early. A low-loading height is preferable and rectangular wheelhouses are more desirable than the curved type, as with the former the load can be packed more securely with consequent reduction in damage and breakage. The body should be designed to provide easy entrance and exit for the driver, as this reduces the time per stop and makes the work less tiring, and if the load is to be worked from the front, consideration should be given to the ease with which the driver can get to the load.

For combination package and bulk loads, ¾ to 1¼ ton trucks are used with a loading space behind the driver's seat of 8½ to 9½ ft. The height should be not less than 5 ft., and preferably 5 ft. 8 in., and transversely the body should extend to the wheel hubs.

In view of the fact that the load on the delivery department may increase 100 per cent or more above average at Christmas, bodies of generous capacity have much to recommend them. They make it possible to increase the production per vehicle to meet the Christmas peak in part and result in more economical operation. Such bodies are not an invitation to overload, as department store delivery trucks ordinarily operate at loads which are but a fraction of their rated capacity.

Electrics are widely used by department stores — a de luxe Walker model is shown above



A de luxe panel delivery body on a White gasoline chassis

Trucks used for furniture delivery, or for exclusive bulk delivery, or for combinations of furniture and bulk, have capacities of from 1½ to 2 tons. The bodies may be of the panel type but for furniture delivery exclusively, there is a tendency to use an open body with 30 in. sides and a permanent top. The loading space behind the driver's seat ranges from 12 to 16 ft. with a popular average of 14 ft. because a 14 ft. body will hold about all the furniture which can be delivered in a day—about 60 pieces. Incidentally, a piece in the department store business does not mean an assembled unit necessarily. For example, a bed is considered as three pieces—headboard, footboard and side rails which are tied together. The width and height of these bodies should be at least six feet.

In addition to these types of trucks used for delivery of merchandise to customers, department stores employ other types of equipment for transporting merchandise to remote and sub-delivery stations, and for freight handling. The stores necessarily are located in high rent districts where the cost of a square foot of floor space is high. As they grow, more selling space must be provided and it is not always practicable to increase the size of the building. Even where the building can be enlarged, it is often more economical to take the delivery department out of the store building and place it in what is known as a "remote delivery station." This releases valuable selling space and at the same time provides delivery space in a lower rent area. Frequently, the remote delivery station occupies a part of the space in a store's warehouse building.

When the remote station method is employed, provision must be made for transporting packages to it from the store. While trucks are used in this service, trailers and demountable bodies of the "Roloff" type are becoming popular, the choice between these two types of equipment depending on individual conditions. This type of equipment also is being used for transfer between warehouse and store. In this service, the demountable body can be placed on elevators, taken to any floor of the building and rolled to the most convenient loading position.

Sub-stations are employed where delivery is provided over a large area. They are spotted at strategic points and the merchandise to be delivered from them is transported from the store in trucks, trailers or demountable bodies. On arrival at the sub-station it is distributed to the various delivery trucks and carried to the customers. This plan increases the production per delivery truck, as the long runs between the store and the delivery area are eliminated, thus enabling each truck to devote a larger proportion of the working day to actual delivery work. Moreover, by consolidating the packages for a number of routes served by the sub-station into one or more large loads, the merchandise can be transported from store to sub-station at an economical cost.

In addition to the various types of equipment which have been discussed so far, the store may have use for trucks ranging in capacity from 2½ to 5 tons for hauling goods from the freight yards to the store and for transfer work between warehouse and store.

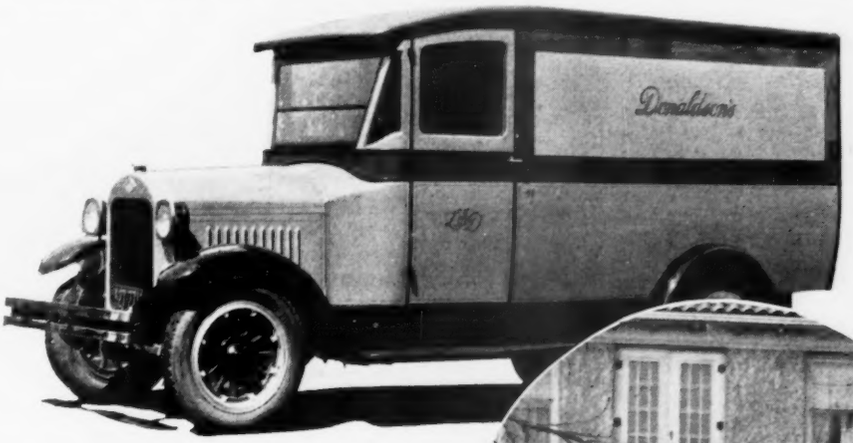
Turning now to the mechanism of delivery, the delivery superintendent is interested in wrapping and packing and, in some cases, he has supervision over this work. The reason for his interest is simple, for unless the wrapping and packing section works smoothly and according to schedule, the delivery department gets no packages and everyone works overtime. Moreover, if the wrapping and packing section fails to pack goods properly, the delivery section is blamed for breakage, which increases expenses.

The area over which the store provides delivery is divided up into units or routes which may be designated by number or by name. If packages are distributed to

the drivers' bins by means of a belt conveyor the routes will be numbered while if a sorting table is employed, names will probably be used to designate the routes. Belt conveyors are used for sorting in most large stores while the sorting table is employed in most small ones. There are, however, exceptions to this generalization.

When the belt conveyor is used, the router takes the package when it enters the delivery room, reads the address from the label pasted on it and writes the route number on it with a crayon. He then places the package on the belt conveyor. This operation is known as routing. The second delivery operation is sorting. At intervals of from 20 to 40 ft. alongside of the belt, "belt boys" are stationed whose job it is to take the packages from the belt and place them in bins known as sheet-writing or stubbing bins. Each belt boy has certain routes assigned to him and when he recognizes one of his route numbers on a package, he picks it off the belt and places it in the bin with the corresponding route number on it.

The third delivery operation is that of taking a written record of every package passing through the delivery room. One method is known as sheet-writing while another is known as stubbing. If sheet-writing is used, the package is taken from the bin by the sheet-writer, who copies on a large sheet the name and address of the customer, the department number of the store, the identification number of the salesperson who sold the merchandise, etc. The sheetwriter then places the package in the driver's bin. Stores with a large percentage of C.O.D. packages sometimes separate them from the paid and charge parcels to make it easy for the driver to check his load.



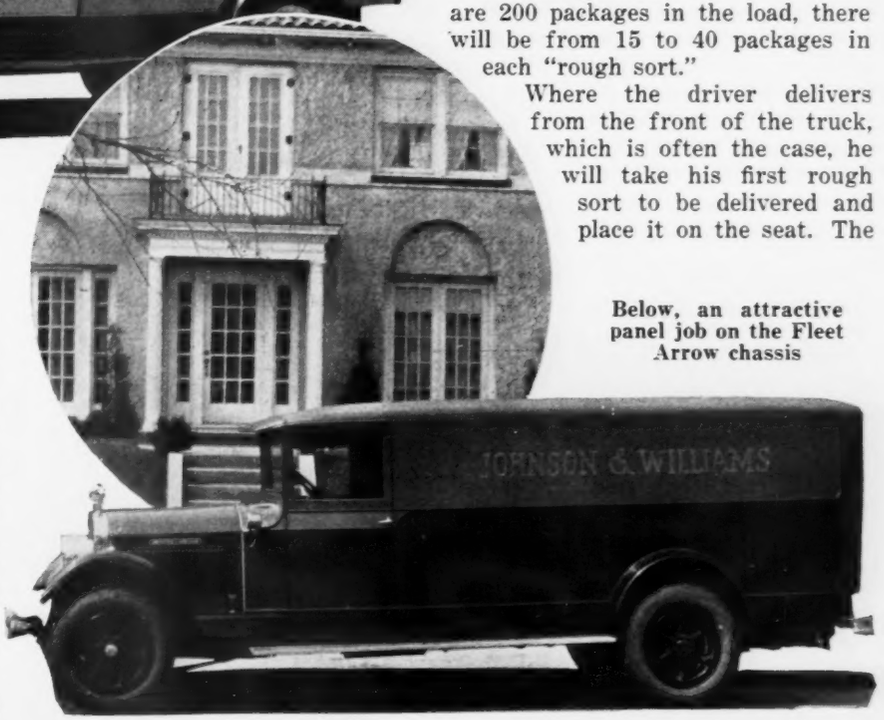
This Diamond T model is typical of delivery cars used by department stores

When stubbing is used instead of sheetwriting, the package comes to the delivery department with a piece of the sales check, known as the stub, attached to it. In this case, the router places the route number on the stub. This is done so that, if an error is made, the mistake can be caught easily by comparing the address with the route number. The belt boy takes the package from the belt and places it in the bin. The stubber, who takes the place of the sheet-writer in the stubbing system, removes the stub and puts it on a spindle, the package then being placed in the driver's bin. Some stubbing operations include placing an identifying consecutive number on the package and on the stub to assist the driver to check his load so that no packages will be missed.

So far we have talked only about a delivery department using a belt conveyor. If a table is used the only difference is that the packages are not handled by a router. Instead they go straight to the middle of the sorting table, which may be of any size, depending on the volume of packages handled. There may be one or more men stationed at the point the packages reach the table and their function is to read the address labels, recognize the section of the city and then shove the package along the table in the direction of the proper sheet-writing or stubbing bin. Packages can be slid 30 to 40 ft. along a smooth table without hurting them. The table has side boards 3 to 4 in. high to keep the packages from falling off when they hit the edges. The former belt boys become table boys. They are located around the edge of the table and they in turn pick up the packages being shoved in their direction to identify the address with the proper bin. From this point on internal delivery is carried on the same as with the belt.

With the packages in the drivers' bins, internal delivery is complete and external delivery commences. When one delivery daily is provided, the internal delivery function is completed the day the merchandise is sold. The following morning the driver reports to the delivery superintendent and then goes to his bin for his load. Usually he counts every package and checks it against the record made by the sheet-writer or stubber. Special attention is given to C.O.D. packages to see that none are missing, as the driver must return either the money or the package. While the checking operation is in progress, the packages are likewise being sorted by territories or streets, whichever way the driver works. The first division is called a "rough sort." It consists of splitting a route or territory into any number of smaller units which usually range from 6 to 12. If there are 200 packages in the load, there will be from 15 to 40 packages in each "rough sort."

Where the driver delivers from the front of the truck, which is often the case, he will take his first rough sort to be delivered and place it on the seat. The



Below, an attractive panel job on the Fleet Arrow chassis

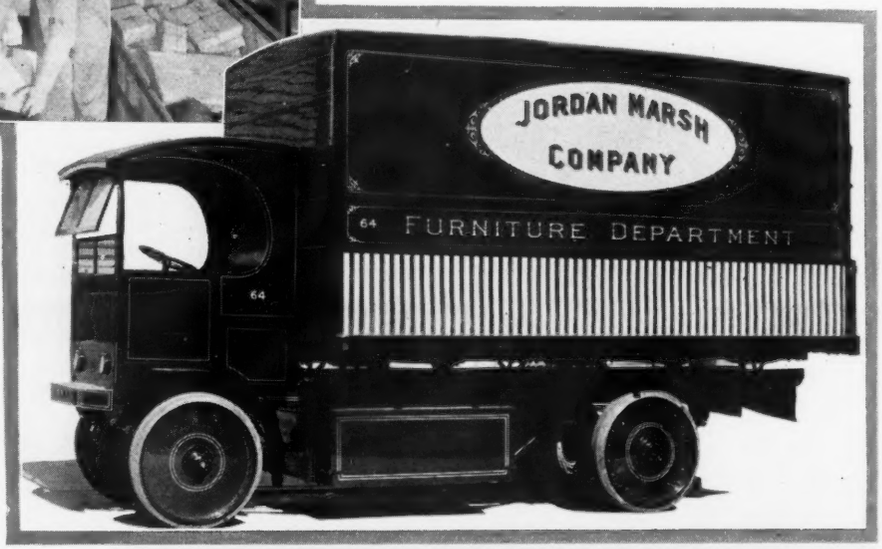
Belt boys transferring packages from belt conveyor to sheetwriters' bins

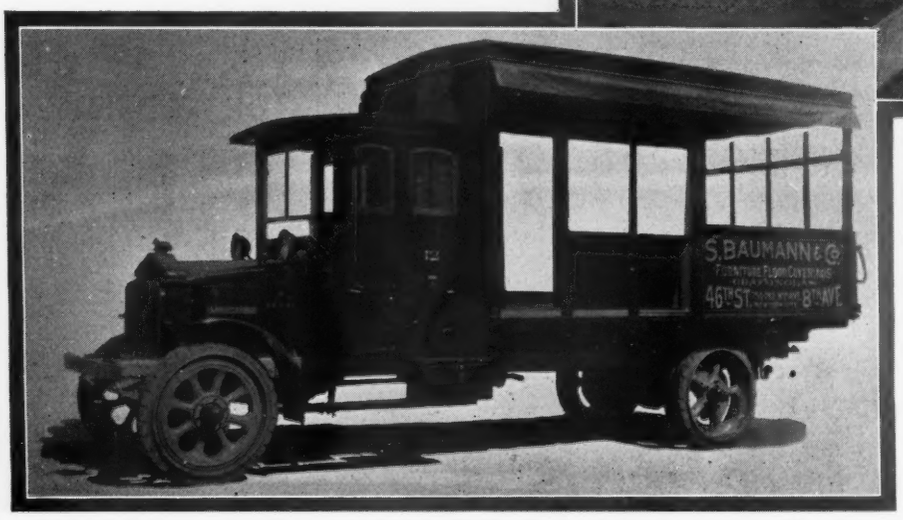
second rough sort to be delivered will be placed directly behind the driver's seat and so on with each succeeding rough sort until the rear of the body has been reached. Of course, where the truck is loaded from the front, as is sometimes done, this procedure is reversed. There are various ways of separating each sort to keep them from becoming mixed, which need only be mentioned but not discussed in such a limited article.

After the truck has been loaded in this manner, the first part of the load which was placed on the driver's seat is "fine sorted" which means each package is arranged in the exact order in which it will be delivered. The driver next reports to what is called the "will call" room to find out if he is to stop at any house along his route to bring back merchandise which customers wish to return. The driver is now ready to leave the delivery room.

After he has delivered his first rough sort he must stop for a few minutes to fine sort the second group of rough sorted packages. He then delivers these packages and stops to fine sort the third rough sort and so on until the load is delivered.

When you consider that an average day's work means delivery of 150 to 300 packages per truck, you realize that the simple matter of loading is not as simple as it first seemed to be. In fact some drivers prefer to fine sort the entire load before leaving the garage. Some stores have special loaders who load the truck at night, so that the driver





The Jordan Marsh electric, above, has a Roloff demountable furniture body. Directly below are shown bins provided for driver in rough-sorting his load. At the left is a side-loading furniture truck

can start on his route after signing for his load in the morning.

Much depends upon the type of route to be covered; i. e., how far the driver must travel before starting to deliver, how many C.O.D.

packages are on the load, how much of the route consists of apartment houses, how many single dwellings there are. Highways and traffic conditions make a difference also as do other factors, such as the number of deliveries made per mile and the relation between the number of stops and the number of packages delivered. One driver may deliver 500 packages and not do as much work as another who delivers 300 parcels. Five hundred package load might have been delivered at only 150 houses or stops while the 300 parcel load may have represented 200 stops.

The load may consist of packages alone or packages and bulk goods. If the store handles a sufficient amount of bulk merchandise it may operate separate bulk trucks or it may deliver the bulk merchandise on the furniture trucks if it sells furniture. If the bulk is small in amount it will probably be put on the package trucks. There is no standard way of handling this problem, for stores are not standard. It is better to handle the problem in the most economical manner than to standardize its solution.

From this explanation you can tell that the loading problem is more or less complicated because of the miscellaneous kind and sizes of goods to be handled. The thing for the truck salesman to remember is that a store handling a lot of bulk merchandise on package truck needs a considerably larger body and longer chassis than the store which delivers packages alone. The salesman must also know that the variations in the store's business and consequently in the number of packages per day is as much as 500 per cent and 300 per cent is a common figure. This means that if the truck body has extra carrying capacity these additional loads can be taken care of partly by adding an extra helper or two to the crew and giving them say 700 to 1000 packages to deliver instead of half the number.

If it is impossible to put such a load in the body the only recourse the delivery superintendent has is to hire extra vehicles or work his crews unmentionable hours. Good drivers are scarce but helpers can be picked up who are fairly satisfactory when put on a vehicle with a good driver.

Motor truck men have studied the loading and unloading problems of the dump truck field, of the bottle industry, of the brick industry and such places where it meant the design of special equipment, but not so much thought has been given to the department store loading and unloading problem which is more a matter of body sizes, seat arrangements, size of door openings, getting the body lower to the ground, and the developing of personnel handling methods.

While the foregoing is only the sketchiest kind of an outline of some of the problems of department store delivery, space will not permit going into greater detail. It is hoped that truck dealers and salesmen will find the information presented of value to them in their sales work and that salesmen who are not familiar with the intricacies of department store delivery will be able to use it as a basis for a more detailed study of the problems of this class of truck buyers.

Service Records Saved This Customer

"Why should I buy another one of your trucks?" was the irate reply of a fleet operator when solicited for a replacement order. "I just looked over my cost records and find your truck cost me $115 for repairs last year and it's only a year and a half old. You know as well as I that that is too high and besides my other trucks of the same age average about $60 to $75."

The salesman who received this greeting asked to see the records. Explaining that he wished to compare notes with his service station records, where the truck is serviced, he departed, assuring the operator at the same time that something was wrong somewhere.

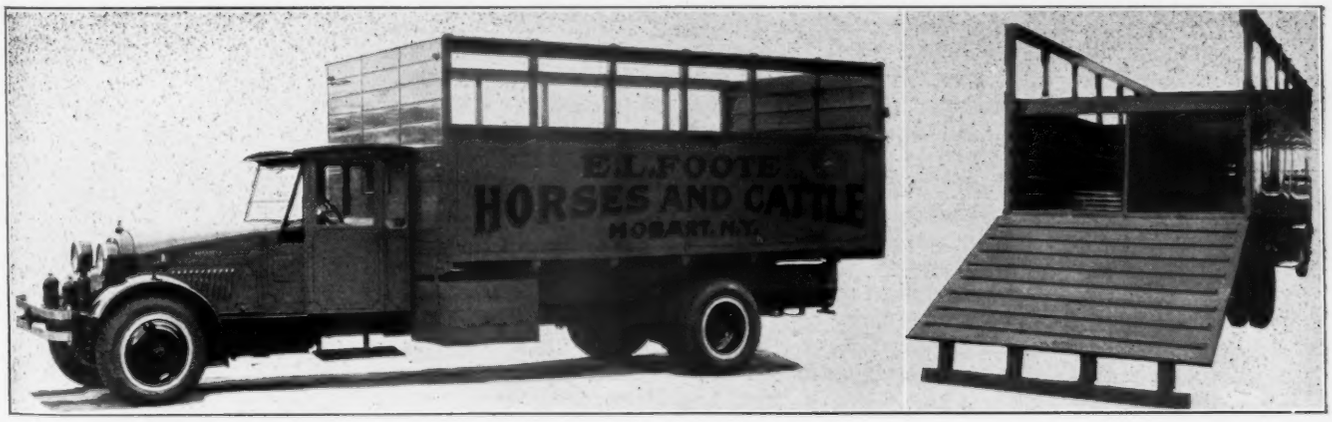
Returning next day with an analysis of all repairs rendered on the truck in question for the past year, the representative was equipped with evidence proving that the fault was not with the truck. He said:

"Mr. Brown, your records do not show why repairs were required on your truck, otherwise you would not have complained about the cost. Our records show that this particular truck was in two accidents during that period which cost you $65. Deducting that from $115 you have a charge of $50, which is the figure that should be used to make a just comparison."

Mr. Brown promptly recalled the accidents and was satisfied.

John J. Raskob, chairman of the finance committee of the General Motors Corp., was appointed chairman of the Democratic National Committee, at a recent organization meeting of that committee. He is a close friend of Al Smith, the presidential nominee.

Mr. Raskob has been associated with the E. I. du Pont de Nemours Co. since 1900, as secretary, treasurer, and vice-president. He was elected chairman of the Finance Committee of General Motors in 1917.



Equipment used by the Hobart Sales & Exchange Stables, Hobart, N. Y., for making deliveries. E. L. Foote of the stables, handles about 800 horses and 2500 head of cattle annually. The van is a model FH-32 Larrabee and can accommodate four horses or 10 or 12 cattle at a time

The Editor's *Notebook*

About Used Truck Accounting

While theoretically perhaps the allowance on a used truck should be what it can be sold for less reconditioning and handling expense, it is difficult to carry this theory out in practice as the losses being sustained by the dealers and branches on trade-ins testify. It is important, however, for the trade to distinguish between the allowance on a used truck and its market value if the books of the business are to mirror accurately conditions as they are.

A branch manager in a large eastern city meets this condition by having the manager of his used truck department handle all appraisals and by making him responsible for selling used trucks at the appraisals he places upon them. If in a particular instance the branch manager finds it necessary or desirable to allow more than the appraisal, he does so with full knowledge of what he is doing. Moreover, if he does allow more than the appraisal, the used truck nevertheless is charged into inventory at the appraisal figure.

Used Truck Inventory Shows Real Values

In other words, the over-allowance on the used truck is absorbed at the time the expense is incurred and, moreover, it is not saddled on the used truck department but is charged to new vehicle sales where it belongs. Another advantage of the plan is, of course, that used truck inventory does not show inflated value and, in addition, the profit and loss statement does not indicate earnings that will never be realized because they are based on fictitious used truck values.

The idea of centralizing the appraisal function in the manager of the used truck department is not a new one, but the practice of distinguishing between the appraisal and the allowance actually made, as is done in this case, is not so general. Making this distinction relieves the manager of the used truck department of all pressure from the salesforce and at the same time places the responsibility for allowances on the branch manager who thus is kept in continuous touch with this important phase of the business.

Logically, of course, there is no justification for used truck over-allowances but as long as the trade finds it expedient to make them, it is important for dealers to keep their books so that they will show just what is taking place. The plan described in the foregoing does this.

Space Limits Used Truck Stock

We have heard of all sorts of schemes for putting a safety valve on the used truck inventory, but this same branch manager whose accounting methods have been discussed sprang a new one on us. He assigns a definite amount of floor space in the branch building to the used truck department, and it is up to the manager of that department to keep his stock small enough to get it into the allotted space.

Incidentally this plan ties in with that of making the manager of the used truck department responsible for selling trade-ins at the appraisal he placed on them, as mentioned in the preceding item. He must keep the stock moving rapidly if he is to store it in the allotted space, and, to do this and at the same time get the appraisal price for the trucks, his original valuations must be pretty near correct.

The Market for Beauty

Panel body jobs combining beauty of line and color to a far greater extent than in any previous designs, have been introduced recently by a number of makers and have met with a very favorable reception. They are, of course, best adapted to the use of the class of retailers who surround their operation with a halo of exclusiveness. But this is not the only field for this type of body, as in a number of cities retailers catering to the public as a whole have added one or more of these de luxe jobs to their fleets. In such cases, the plan is to use the de luxe models for deliveries to exclusive residential sections and, in some instances, for the delivery of specials. This plan very materially broadens the immediate market for the de luxe type of body.

Buses Will Replace *Trollies*

Frank Fageol Tells Second Annual Convention of the Bus Division of the A. A. A.

DURING the past year and a half several of the leading coach manufacturers have developed and are developing motor coaches incorporating all of the efficiency for carrying capacity which has developed in the rail car during the past thirty years. In other words, a modern motor coach of the Twin Coach type is really an ultra-modern street car freed of the limitations of steel wheels and operating on pneumatic rubber tires, without loss of mass transportation carrying advantages, but with all of the maneuverability of the automobile gained—a unit in which the automotive industry has adapted and coordinated the advantages developed in the street car and steam railroad industry with the advantages gained in the automobile industry.

Frank R. Fageol, president of the Twin Coach Co.

In view of this fact, the claim can no longer be sustained that fixed rail cars are more efficient in handling mass transportation than the modern motor coach, and since this is such a recent development and so very few people are really familiar with its significance, it is only natural that the general trend of thought is on the assumption that rail type transportation units are the only practical means of handling mass transportation. I am firmly convinced that fixed rail urban and suburban surface transportation will ultimately d i s a p p e a r from our streets; however I believe it will take twenty years to make any appreciable change, and the aim and effort of all people truly interested in the economics of the situation should be to work in harmony and develop ways and means for gradual substitution of motor buses for rail cars to the end that the great public investment in rail systems shall be conserved and, insofar as possible, returned to the investors.

In the evolution of our transportation system, Frank Fageol sees the bus playing an increasingly important part. Eventually, in his opinion, it will displace the electric street car in urban and suburban service and on inter-city runs up to two or three hundred miles it will offer the steam railroads serious competition. Mr. Fageol is not only one of our most resourceful designers of bus equipment but he is also recognized as a keen student of transportation. You'll find his views very interesting.

In order to reconcile your views to the foregoing statements, I suggest that you stop and take into consideration the following facts: Twenty years ago there were substantially as many miles of fixed urban track and as many electric street car units operating as there are today but very few automobiles in general use. Today, in addition to the street cars, there are approximately 25,000,000 automotive vehicles operating on our streets. Naturally, this condition has created an entirely different traffic and transportation problem from that with which the public was confronted fifteen or twenty years ago.

All people seem to be victims of custom and habit. If you will drive your automobile around the city street for a day you will probably find you have been delayed anywhere from five to ten minutes behind a street car, and while you may not particularly like this, you do not build up in your mind any great resentment over the fact, simply because the street car and fixed rail system was a fixture on the street before your automobile came and you unconsciously make allowance for it. On the other hand, if you are driving in the country and are delayed as much as a half minute or a minute behind a motor bus or truck you are apt to fume over the delay and think many unkind things about both the manufacturer and the operator of such a vehicle. This mental attitude is probably produced because the automobile was a fixture here prior to the motor truck and motor bus. Carrying this line of thought a little further, try to visualize what would happen if all automobiles and all vehicles on a street had to pursue a p e r f e c t l y straigh line as does the fixed rail unit. I believe it will be agreed that our streets today would not be able to take care of any more than a small portion of the traffic. It would mean that the delay of each vehicle would be multiplied by every vehicle in line with the particular cause of the delay. It is by a contrast of this kind that we come to a real appreciation of the mobility and flexibility of the automotive vehicle. While some people may claim that a straight line is the shortest distance between two points, surely no one can claim that it is the quickest distance between two points when progress between said two points is barred by obstructions which cannot be negotiated.

In the final analysis, the economics of the situation must prevail and the economics of transportation are necessarily made up of the following dominant factors:

1. Convenience to all the people, including those using public transportation units and those using private transportation units.
2. The time element.
3. The cost.

Our experience teaches us that the actual direct cost per mile of operating a modern bus of large seating capacity is about the same as the direct cost of operating an electric rail street car. But since there is a difference in the total investment per transportation unit between the modern bus and the street car of about 1 to 2½ (a modern bus unit with all garage and service equipment costs about $14,000 as against about $35,000 for a street car unit including tracks, overhead, etc.), there is necessarily a difference in interest charges and amortization anywhere from four to seven cents per mile in favor of the motor bus in operating costs. Therefore, if our present large transportation companies will, if and when a considerable portion of any piece of track needs replacing or repaving, replace that entire line with modern motor buses, using the good cars removed therefrom on other remaining trunk lines of the system and then use this saving of four to seven cents per mile as a sinking fund, we feel that practically the entire street railway investment can be amortized and returned to the owners in a period of fifteen to twenty years.

Regarding interurban bus service, it is again apparent that the modern large carrying capacity motor coach is going to play a very large part as a practical substitute for the majority of fixed rail local transportation lines between cities, perhaps even up to and including distances of two to three hundred miles

The foregoing statement is based on the fact that up to the present time bus fares and railroad fares have been substantially the same rate per mile. This was because the operating costs of smaller buses made it necessary to charge 3 to 3½ cents per mile. Today with larger and more modern buses which can be operated at practically the same cost, it is possible to profitably operate a bus line when there is a fair density of traffic at an average fare of 2 cents per bus mile. Eventually, if the present situation is any criterion, most local interurban bus fares are going to settle down around this figure.

Ready Adaptability

In addition to the economical advantage to the passenger, one other great contributing factor in the popularity of the bus lies in the fact that it is free to tap any and all parts of communities most convenient to the public and can readily adapt itself to changing centers of population, without the tremendous investment necessary to rail extension and changed rail routes. Added to all this, of course, is the feeling of most people that there is a more pleasant sensation and more comfort when riding in a free-moving highway vehicle than there is when riding on fixed rigid rails.

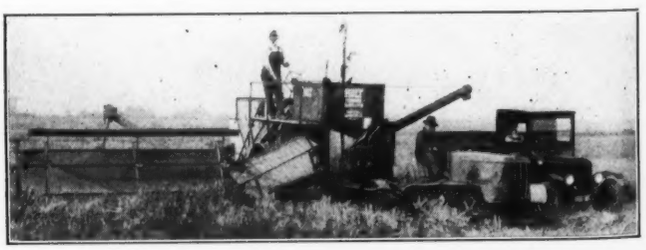
We do not believe that, even though the bus finally accomplishes everything in transportation that is contemplated in these remarks, it will eventually work out to the detriment of fixed rail systems, for the urban systems can be gradually adapted to do what might be termed the jobbing or long distance transportation of both freight and passengers. If this country were today to spend several billion dollars in improving the highways and then put motor buses and motor trucks on every one of them, it would be the greatest possible boon to the steam railroads, because to them it would be the equivalent of building branch lines into every section of the country as feeders for their main and trunk lines without the investment or the loss attendant upon operation.

Another point to be taken into consideration, and I believe generally misunderstood, is the often raised question and theory that the states and counties build the highways and right-of-ways over which motor buses operate without paying anything for the operating privilege. To those who think along this line I try at every opportunity to point out that it is most erroneous. The facts are that the motor bus is merely fortunate in being able to take advantage of and use a highway which had to be built for the convenience of the general public and in the use of which the motor bus probably in no instance represents more than three to five per cent of the total travel thereon. In other words, the cost of building and maintaining the highways can be and is properly divided among everyone who can use them, whereas in the case of the railroad, since this right of way and roadbed is for private use, its construction and upkeep should be chargeable to the railroad alone.

Convincing Evidence

Recently in the State of Kansas, the Interstate Bus Company, operating between Kansas City and Topeka, was threatened by the Legislature with increased taxes, notwithstanding the fact that it was already paying a very fair tax. In arguing against the threatened increase, H. H. Moore, president of the company, discovered and presented some very interesting facts, viz., that his buses by actual traffic count represented only 3 per cent of the traffic on the 76 miles of highway, whereas the taxes they were paying were sufficient to pay for 78 per cent of the total maintenance cost of the seventy-six miles. The figures used in his argument were furnished by the United States Highway Department and confirmed by the Highway Department of the State of Kansas, and it is needless to say that upon presentation of the figures, the very people who were advocating increased taxes through misinformation were very frank to state that the taxes were really too high, and they dropped the case.

The figures compiled by your organization prove that all buses, almost without exception, are paying more their fair share of the highway cost. Unfair, restrictive and exorbitant taxation levied against the bus cannot help but be reflected in increased cost to the consumer of highway transportation. The public is beginning to realize this and is reluctant to be a party to any movement calling for a rate of bus taxation disproportionate to the use of the vehicle makes of the highway.



Ford trucks accompany combined harvester and threshing machines on a 26,000-acre farm in California to receive the grain as it is discharged

C. C. J. Shop Hints

Your idea in print will return five dollars

Unit Storage

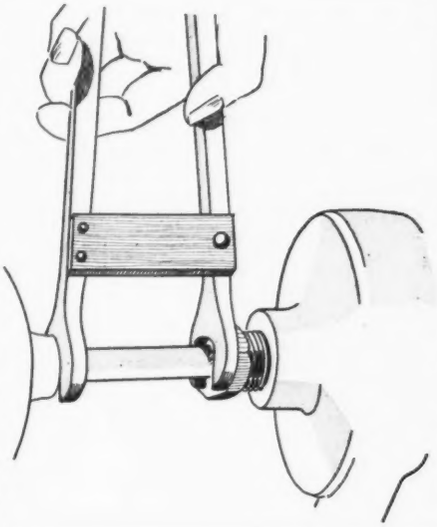
Unit assemblies are made quickly accessible in the shop of the Williams Bakery Co., Scranton, Pa., by the use of a table equipped with shop-made brackets. The table illustrated, which was designed by Jim Newell, garage superintendent, provides room for radiator, transmission, differential, front axle and engine assemblies. The engine, not shown in the photograph, having been removed just before the picture was taken, is placed crosswise on the forward end of the table. The standardized fleet of Williams Bakery Company has made this plan very practical by cutting idle shop time to a minimum. Assemblies removed from a chassis are overhauled immediately to replace the one removed from the table.

Adjustable Focusing Screen

The usual target employed for aligning and focusing headlights can be improved by making the horizontal line adjustable in height to correspond with the height of lamps.

A simple pulley and rope arrangement accomplish this purpose for Scranton Water & Gas Co., Scranton, Pa. A rectangular frame is provided in which the white target with black horizontal and vertical lines can be raised or lowered. The frame is self-supporting and can be moved about the shop at will without changing the position of the target.

A variation of the same idea is used with success by Smith & Clark Co., Wilkes-Barre, Pa. In this case a movable cross-bar is employed to serve as the horizontal line which can be moved up and down within a range of four feet. The ends of the horizontal bar are drilled to receive vertical bars mounted on the side members of the frame. The vertical bars are exactly parallel and so spaced as to slightly cramp the horizontal bar. This cramping action results in sufficient friction to hold the horizontal bar in any desired position. At the same time this tension is not so great as to prevent easy up and down adjustment. The vertical bar at the right is graduated in inches done by notching and filling with white enamel. This enables the tester to accurately place the bar at any desired height in the same manner as the bar and standards are used in pole vaulting. This company uses the target in connection with white lines marked off on the garage floor. Space, however, is not wasted because the target when not in use is pulled up to the ceiling and out of the way by means of a rope and pulley.

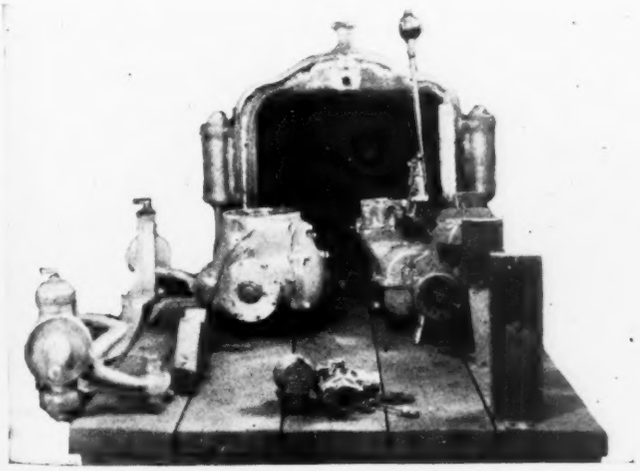


Special tool for starting water pump packing nuts

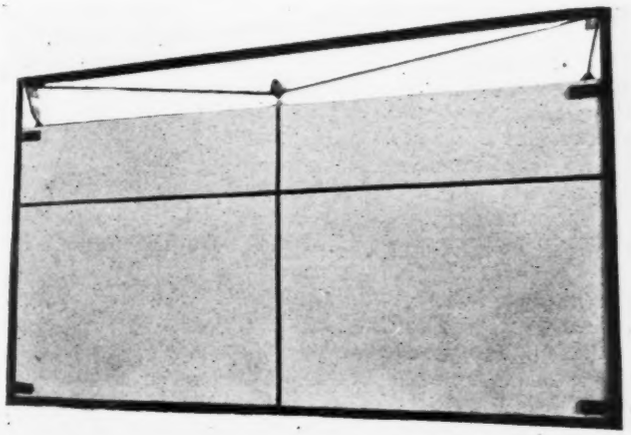
Pump Packing Nut Tool

The difficulty of starting the packing nut of an engine water pump on the threads after new packing is inserted or when the threads are bad has been overcome in the garage of the Scranton Water & Gas Co., Scranton, Pa., by use of a special tool.

It consists of two forked members, one of which is pivoted to two links joining the forks, the other being riveted to the links. The riveted member is placed against the coupling on the pump shaft and the pivoted fork placed in contact with the packing nut. Pressure exerted on the handles forces the nut in contact with the threads and it is tightened with a wrench.



A table makes unit assemblies quickly accessible



Pulley adjustable headlight focusing target

Leaks

Shops May Profit by That Owners Can

LEAKAGE of liquids and gases from various units of a motor vehicle represents a loss or an annoyance to the owner. Some of these leaks are easy to stop, others are quite difficult. In either case there is an opportunity to add to the income of the service department by selling leak-stopping operations alone or in connection with other work to truck and bus owners.

Considering the conditions under which trucks and buses operate it is not surprising that leaks develop. They carry engine oil, gasoline, water, heavy oil, grease, battery electrolyte and anti-freeze solutions in what are practically closed containers and conduct air under less than atmospheric pressure and exhaust gas under comparatively high pressure through pipes. In addition there are many valves, connections and joints which may leak, and packing and stuffing boxes of many types which must be kept tight. Some of the parts in which we wish to retain lubricants are moving rapidly, as in the case of universal joints while others have no motion, but it is equally important to prevent leaks. Crankcase oil-pans are an example of the latter group.

Owners and their employees undertake to put a stop to a few of the more apparent leaks and losses. A driver will see to it that dripping of gasoline from the carburetor is stopped and he will make some complaint about water leaks if he is obliged to stop and fill up the radiator on the road a few times. But leaks of oil from engine oil-pans, lubricant from transmissions and slow seepage of gasoline from fuel lines are likely to continue for some time.

Because of these conditions an alert service salesman has a good opportunity to sell many operations in addition to the more usual items. Little effort is required to convince an owner that money will be saved by stopping an oil or grease leak. It is not difficult to show that time and money will be saved by having new radiator hose installed, while other work is being performed.

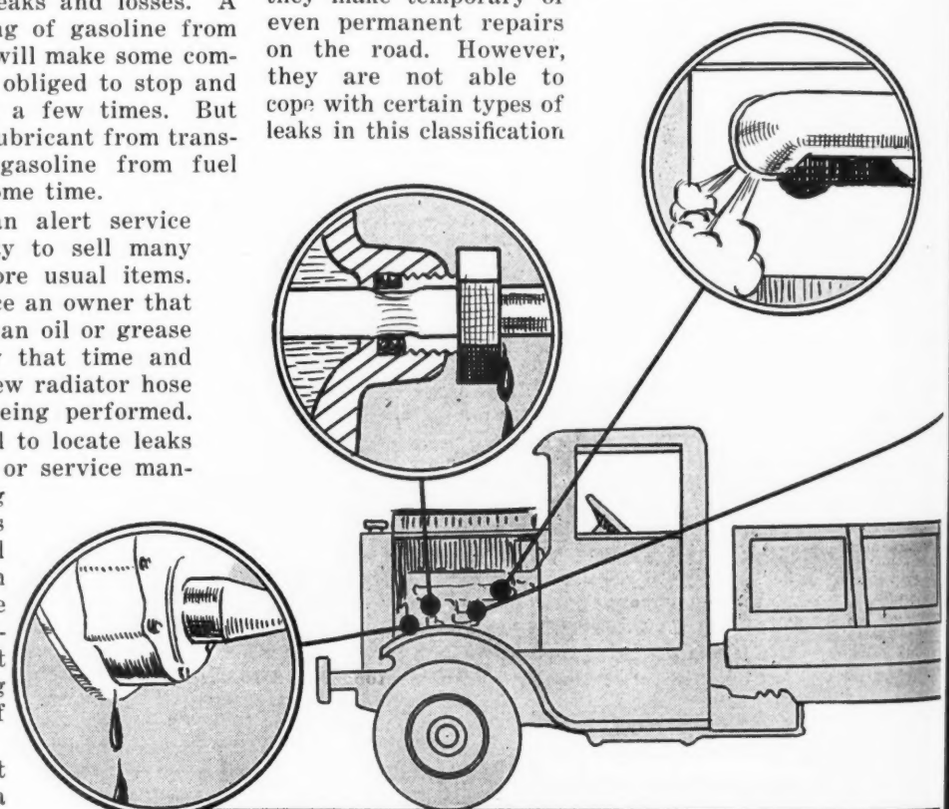
Most of the inspection required to locate leaks is made by the service salesman or service manager as a preliminary to writing up a repair order. In fact, leaks are valuable aids in locating and distinguishing conditions which call for repair. But little change in procedure is required, therefore, in searching out leaks about the chassis with the idea of selling the owner on the advantage of having them stopped.

Leakage of rear axle lubricant onto brake drums is one of a class in which the effect on operation is more important than loss of lubricant. In the mind of the owner rear axle-brake leakage represents a tie-up of a vehicle and no salesmanship at all is required to convince him that the leak should be stopped. On the other hand a slight leak of lubricant from the transmission case may seem relatively unimportant to him, especially if the cost of stopping the leak is large.

Prevention of leaks can be overdone and in this case the goodwill of the customer is reduced. No set rule can be followed in offering to perform operations designed to stop leaks. The type and age of the truck, service in which it is used, general mechanical condition, local rules about depositing oil on paved streets, and the owner's need of the vehicle in question at the time are factors bearing on the case. An owner who might at one time welcome a suggestion that a set of exhaust manifold gaskets be installed, might decline at another time to keep a truck out of service long enough to have a new felt installed in a front wheel. It may be helpful to consider the situation as the owner sees it and make recommendations accordingly.

Water, gasoline and engine oil leaks perhaps are most likely to be noticed by drivers. In many cases they make temporary or even permanent repairs on the road. However, they are not able to cope with certain types of leaks in this classification and they therefore look to service stations for assistance. There is no particular trick to the job of installing a new radiator hose on most motor vehicles and tightening a pump packing nut presents no unusual difficulties. But installation of a new pump shaft is another matter. It may be necessary to remove other parts of, or about, the engine.

Likewise, a driver can tighten a gasoline pipe union with ease but if the thread strips or a leak develops because of faulty action of a carburetor float mechanism he may not be able to effect a repair.



Leaks at various parts of a chassis may be of a minor nature which can be more extensive repairs are required. In the latter class are leaks caused by exhaust manifold, stripped threads on carburetor connection and

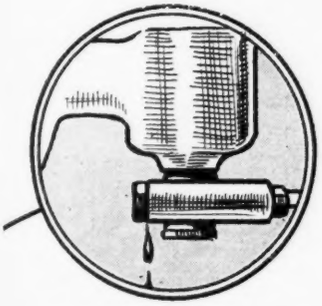
are Losses

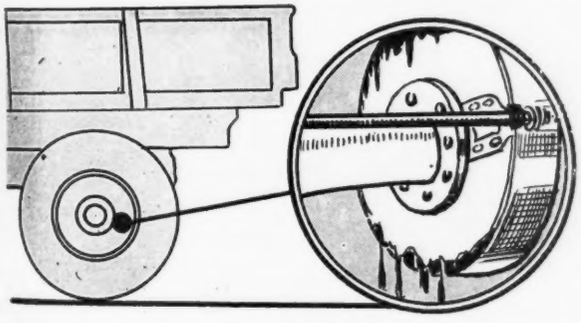
By James W. Cottrell

Selling Leak-Stopping Operations Not Readily Perform

Engine oil leaks, like water and gasoline leaks, may be due to looseness of bolts or they may be due to some condition more serious. Many service men prefer to install all new gaskets whenever an engine oil pan is removed. If this practice is not followed there is a possibility of a slight leak developing at the joint between pan and crankcase or between pan and point of attachment to front main bearing cap or timing gear compartment. Due to the fact that a gasket may "set" after it is applied it may be necessary to retighten the bolts holding it in place some time later in order to prevent a leak.

Escape of oil from the rear main bearing area of the crankcase and oil pan may be due to a misplaced felt or to a condition which cannot be cured without extensive repairs. Oil leakage at this point has puzzled more than one truck owner and service manager. It may be caused by an obstructed crankcase breather, by worn bearings, excessive blow-by in cylinders, clogged oil return passages in the oil pan and other like conditions. Continued leakage is a serious matter because extensive damage may result if





stopped by tightening or they may be such that timing case gaskets, worn pump shaft, warped defects in rear axle grease retainers

the oil supply is depleted and in extreme cases the loss of oil may be several quarts in an hour or two. Cure of conditions such as these are without the scope of the supplementary operations under discussion in this article. Direct leakage from a missing or displaced packing at the rear main bearing may properly be included in the classification.

Another point about the engine at which leakage may be found is the gasket or gaskets on the valve spring compartment cover. In some engines there is little but crankcase vapor in this compartment, but in others there is quite a quantity of oil at all times and this will drip down over the side of the engine unless the gasket is in good condition and the bolts are tight.

In engines with blocks detachable from the crankcase any leakage from the joint between the parts may be taken as an indication that the bolts holding the cylinder block are loose. Irrespective of any loss of oil it is important that the bolts be kept tight at all times.

Dripping of oil from the front of an engine when it is parked for several hours at night may be due to a leak in the cover over the timing gear or chain compartment. In some engines there is a pocket at the bottom of this space in which oil is allowed to accumulate to insure the lubrication of the gears when the engine is started. All of this oil may escape through the joint at the cover. A leak at this point may be stopped in most cases by tightening the bolts holding the cover, but in some instances a new gasket will be required and this operation may involve the removal of the radiator.

Greater attention is being given the matter of fumes in the space under the hood because of the increasing use of enclosed cabs. An exhaust leak that would seem trivial to a driver out in the open may be quite offensive to a driver in a cab which is just as fully enclosed as a passenger car coupe. Therefore the operation of installing new exhaust manifold gaskets is being performed somewhat more frequently than was the case a few years ago. If a combination intake and exhaust manifold is employed both intake and exhaust gaskets will be replaced at the same time.

Leakage of air into the intake manifold either at the carburetor or engine block openings affects engine performance and the ease of starting. Use of vacuum tanks and of vacuum brakes has shown that something more than a pin hole in the manifold is required to interfere with the operation of an engine, but nevertheless intake manifold leaks are undesirable.

Although most of the leak-preventing jobs can be performed with hand tools ordinarily found in mechanics' kits, a few special tools have been developed for certain difficult operations. Water pump packing nut wrenches with short handles and handles at unusual angles, combination socket wrenches for work about manifolds, wrenches for gasoline line unions, speed wrenches for oil pan bolts and heavy-duty screw drivers for tightening hose clamps may be mentioned in this category.

The Instruction Book—a Sales Asset

Personal delivery of the instruction book is made during a call for that purpose shortly after delivery of a motor vehicle by a successful dealer. The plan has brought large dividends in reduced complaints, better owner good-will, and lessened cost of operation.

Both old and new owners are benefitted by the personal book delivery. Old owners, thinking they are familiar with the construction of the vehicle may pay no attention to the instruction book and later on find out that some change in construction has brought about

(Turn to page 32, please)

Commercial Car Journal

Flat Rate Price List Number 19

Six-cylinder Engine Graham Brothers 2-ton Truck

Bore 3¼ in., stroke 4½ in.

Radiator

1. Assembly, remove and replace..$ 1.30
2. Core and tank unit, renew..... 2.25
3. Shell, renew 2.25

Hose

5. Renew top hose .....$ 0.40
6. Renew lower hose ..... .50
7. Renew pump to pipe hose ..... .40

Fan

8. Renew fan belt .....$ 0.60
9. Shaft bearings, renew 2.50
10. Fan assembly, remove and replace 1.80

Water Pump

11. Water pump, remove and replace $ 2.25
12. Water pump assembly, overhaul 3.25
13. Renew packing 1.75

Manifolds

1. Renew carburetor gasket .....$ 0.40
3. Renew manifold gaskets 1.50
4. Manifold to exhaust pipe gasket, renew ..... .50

Fuel System

6. Carburetor, remove and replace (Stewart) .....$ 0.80
6b. Carburetor, remove and replace (Stromberg) 1.35
7. Carburetor, remove and reinstall, disassemble and clean 2.00
8. Carburetor choke wire, renew.. .55
10. Clean gas tank and lines by blowing out with air..... .75

Muffler

12. Muffler, remove and reinstall or renew .....$ 1.35
14. Tighten muffler, tail pipe and exhaust pipe ..... .60

Miscellaneous

3. Renew cylinder block, includes fitting and aligning all bearings..$57.50
5. Inspect internal condition of engine, including removal of cylinder head, oil pan, and connect-rod assemblies. Measure cylinder bores, pistons and crank pins and reassemble 6.75
7. Tune engine. Clean and adjust breaker points and spark plugs, clean fuel supply and carburetor screens, retime ignition, adjust carburetor and fan belt 4.00
8. Tighten all engine support bolts 1.00
9. Clean engine 2.00
10. Check compression, ignition system and fuel system to locate engine miss 2.00

Cylinder Head and Oil Pan

11. Renew cylinder head gasket ...$ 1.50
14. Remove oil pan, clean and replace 1.80
15. Remove oil pan and head and replace 3.30
16. Scrape carbon and clean plugs .. 3.00

Oil Pump

17. Repair oil pump .....$ 3.50

Lubrication

19. Clean oil lines after pan is removed .....$ 1.40
20. Make oil test on bearings after pan has been removed..... 2.00
21. Adjust oil pressure regulator... .40

Pins and Rings

2. Renew rings when rod assemblies are out .....$ 3.60
3. Renew all rings and align rods.. 12.35
4. Standard size pins and bushings, renew all and align rods..... 13.85
5. Oversize pins, install all and align rods 12.35
6. Rings and oversize pins, install all and align rods 15.95
7. Oversize pin, install one after rod is out ..... .80
9. Oversize pins, install all after rods are out. 3.60

Piston Assemblies

11. Oversize piston, pin and ring assembly, install one by selection after rod has been removed....$ 3.60
12. Hone or bore one cylinder, install one oversize piston, pin and ring assembly, after rod is out and head is off 5.95
13. Hone or bore all cylinders, and install oversize pistons, pin and ring assemblies after rods are out and head is off 26.45
14. Hone or bore all cylinders, install all oversize piston pin and ring assemblies (includes aligning rods) 33.30

Rod Bearings

1. Remove and replace connecting rod assemblies .....$ 7.50
2. Align all rods after they have been removed. 1.25
5. Renew one rod bearing 3.50
5a. Renew each additional rod bearing 1.50

Main and Rod Bearings

4. Main and road bearings, renew all and align rods $36.50
6. Main bearings only renew without removing engine 25.00

Crankshaft

8. Renew crankshaft and main connecting rod bearings (includes aligning rods) $36.50
9. Adjust crankshaft end play 6.75

Valves, Tappets

1. Grind valves, clean carbon and tune engine. Reface valves and seats, clean and adjust breaker points and spark plugs, clean fuel supply and carburetor screens, adjust valve tappets and fan belt and retime ignition. $13.50
2. Grind and reface valves and seats, clean carbon and adjust tappets only 9.25
3. Valve stem guides, renew in connection with operation 1. ..... 3.50
5. Ream guides oversize and install all oversize valves in connection with operation 1. ..... 1.50
6. Adjust valve tappets 1.40
7. Valve spring, renew 1 ..... 3.50

Timing Chain

1. Timing case cover, remove, clean and replace (includes removing and replacing radiator).....$ 4.25
2. Adjust timing chain ..... .50
4. Renew chain 5.25

Camshaft

7. Camshaft, remove and replace or renew after timing case cover has been removed $11.50

Note.—Interchangeable non-adjustable connecting rod and main bearings are used in this engine. Replacing a connecting rod bearing involves an exchange of connecting rod. New main bearings may be installed without removing the engine from the chassis.

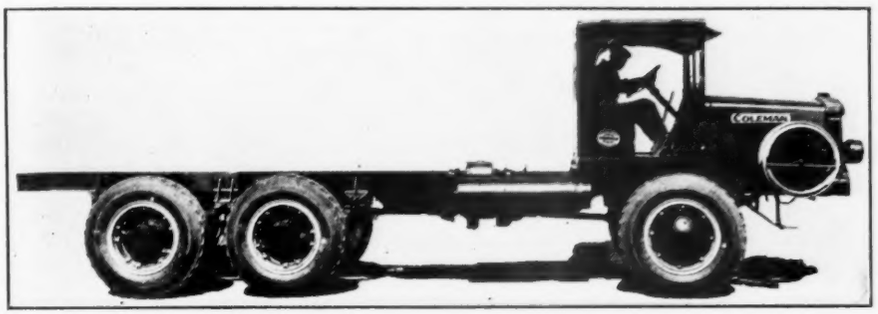
Prices given are for labor only for the operations listed.

New Trucks *of the* Month

Coleman

A NEW six-wheel drive model has been developed by the Coleman Motors Corp., Washington, D. C., for handling very heavy loads off of the regular highways. The engine, which is mounted forward of the front axle, is a 4½ in. x 6 in., six-cylinder Buda Model GL. A starter, generator and battery ignition are fitted.

The two tandem mounted rear-axles are worm drive Wisconsin with double-ended worms. Each axle is attached to the frame by two semi-elliptic springs, which are pivoted to a bracket located on the frame between the two axles and shackled to brackets at the opposite ends. There being no torque members or radius rods drive is taken through these springs. In addition to the semi-elliptic springs, a load is taken through two pairs of helical springs mounted above each axle and to either side of the worm-shaft housing. Power is transmitted from the forward axle to the rear axle through a short propellor shaft equipped with two universal joints. Differentials, all parts except the worms and worm shafts and all axle shafts are interchangeable front and rear. The front axle is a Wisconsin double reduction axle to which the Coleman type front wheel mechanism is fitted.



New 7½-ton, six-wheel drive Coleman. The rear axles are worm drive Wisconsins mounted in tandem and the front is a double-reduction Wisconsin. Drive is taken through the springs

In combination with a four-speed Fuller HU-16 transmission is the Coleman auxiliary transmission providing an additional two-speed shift with ratios of 1-1 in high and 3.48-1 in low. This combination gives the vehicle eight speeds forward and two reverse ranging from 8-1 high to 176-1 low. Driveshafts are Spicer and under loaded conditions run with practically no angularity.

Following the practice used in the Coleman four-wheel drive trucks no differential is fitted in the auxiliary transmission between the front and rear axles. This fact combined with locking differentials in all the axles is stated to assure positive drive at all times.

A Westinghouse air compressor driven from the timing gears is used in connection with service brakes which act on the four rear wheels. The hand brake is mounted in the center of the drive system upon the auxiliary transmission.

The wheelbase is 144 in. between the front and front rear axle and 53 in. between the two rear axles. The frame provides 216 in. of loading space behind the cab.

While the truck is furnished with 42 x 9 in. single pneumatic tires upon all wheels, 42 x 9 in. dual pneumatics can be supplied on all rear wheels when necessary. A power tire pump is provided upon the transmission as regular equipment.

Steering is by Ross cam and lever type gear. Two cylindrical gasoline tanks, one on each side of the frame, carry 22 gallons each. Feed to carburetor is by a special two-gallon Stewart vacuum tank mounted on the dash.

The steel frame cab is Vehisote paneled and mounted upon its own subframe which in turn is mounted upon a three-point suspension on the main frame. Cabs are available either open or closed type in three different widths.

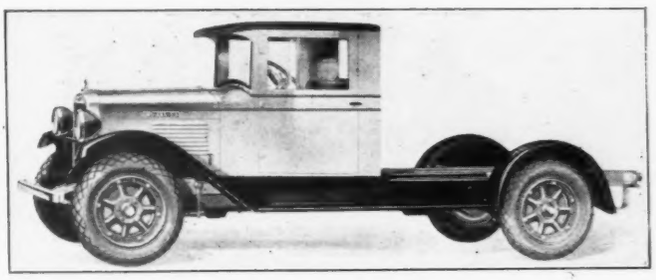
Indiana

INDIANA RANGER Model 200 is the name of a new one-ton truck recently added to the line of the Indiana Truck Corp. This new unit has a wheelbase of 137 in. and is equipped with a six-cylinder engine and four-wheel brakes. Tors-Elim 3-point mounting of cab, engine and radiator units, which construction is characteristic of Indiana trucks, is used also on this model. This mounting provides a support for the radiator, hood, cowl and cab and is designed to free these units from torsional strain and vibration to which the chassis is subjected.

The engine is a 3¼ x 4¼ in., valve-in-head Wisconsin F capable of developing 45 horsepower. Lubrication is by pressure to all crankshaft and connecting rod bearings. Carburetion and ignition are furnished by Zenith and Auto-Lite equipment respectively. Gasoline feed is vacuum. The cooling system includes a Long radiator with nickel plated radiator shell.

The transmission line consists of a Borg & Beck dry plate clutch, three-speed Brown-Lipe Model 20 gearset, Spicer universals and a Columbia Model 36000, semi-floating, bevel gear rear axle. The rear axle ratio is 4.7 to 1. Service braking is through four-wheel, internal mechanically operated equipment. The emergency brake is mounted on the propeller shaft. Steering is through Ross gear.

Standard equipment includes Moto Meter, electric starting and lighting equipment, air-cleaner, oil filtrator, speedometer and tire carrier.



One-ton Indiana Ranger Model 200. It is equipped with a six-cylinder engine and four-wheel brakes. The wheelbase is 137 in.

I. H. C.

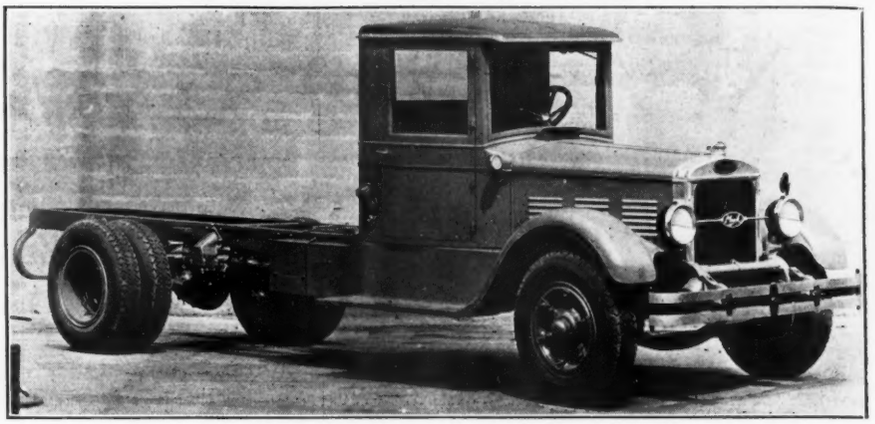
A NEW one-ton model designated as the Six-Speed Special and incorporating a two-speed rear axle has just been placed on the market by the International Harvester Co. The rear axle, which is of the semi-floating, spiral gear type, incorporates a two-speed, sliding gear auxiliary transmission. This transmission has a direct drive and a reduction in low of approximately three to one. In connection with the 5.33 to 1 reduction of the rear axle this truck provides the following gear ratios: With

auxiliary in direct 18.12 to 1, first; 10.39 to 1, second; 5.33 to 1, third, and 23.72 to 1, reverse. With auxiliary in low 52.70 to 1, first; 30.23 to 1, second; 15.5 to 1, third, and 68.98 to 1, reverse. The axle housing is a malleable iron casting of the banjo type with differential pinion and two-speed mechanism assembled in a removable carrier. The two-speed mechanism consists of an integral main drive-gear and shaft into the rear end of which is piloted the spiral bevel pinion shaft. This shaft carries ten splines on which the high and low speed sliding gear travels. The countershaft, which is mounted in an extension of the carrier, is anchored and does not revolve, but carries an integral two-gear cluster on Hyatt bearings, which is constantly enmeshed and turns with the main drive gear. The front end of the main gear drive shaft is mounted on a roller bearing and on a Hyatt at the rear. Internal dental teeth on the sliding gear clutch on external dental teeth on the rear end of the main drive gear. The pinion is mounted on opposed Timken bearings at the rear, carried by a threaded and piloted cage for gear-tooth adjustment. The forward end of the pinion shaft is piloted in a Hyatt bearing in the rear end of the main drive gear. A yoke on the shifting rail mounted on the carrier controls the sliding gear.

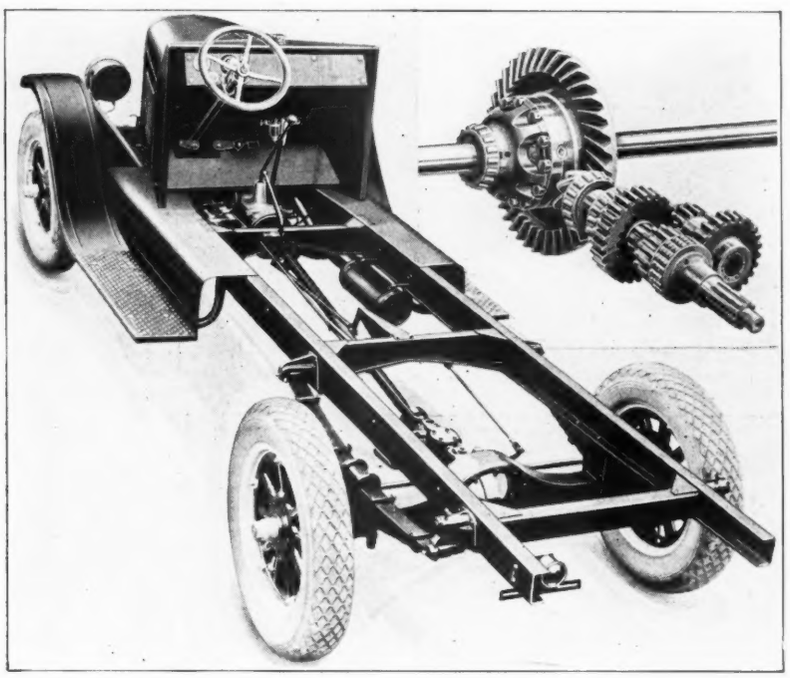
The powerplant is a 3½ x 4½ in., L-head engine with Ricardo head, mounted in unit with a dry-plate clutch and the three-speed transmission, and suspended from three points. This engine develops 34 brake horsepower at 2500 r.p.m. Gasoline feed is by gravity and lubrication by pressure developed by a gear-type pump. Ignition is by battery with Remy generator and distributor. Cooling is by thermo-syphon with centrifugal pump available.

Connection between transmission and rear axle is by a Mechanics Machine propeller shafts equipped with split ring type universals of the same make. Service brakes are internal type acting on the rear wheels, while the emergency is external acting on a drum mounted on the front end of the propeller shaft. Actuation of the service brake bands is by a tongue and lip type of camshaft. The brake band support at the rear end is by a sliding dog arrangement in the carrier which gives a floating action. Steering is through Ross cam and lever gear.

This truck is a Hotchkiss driven model, with semi-elliptic springs front and rear. In connection with the Hotchkiss drive the two-speed carrier of the rear axle was designed to be as short as possible so as to bring the rear universal close to the rear axle center line.



Three to four-ton Mack, six-cylinder, Model BJ Chassis. It is equipped with pneumatic tires, four-wheel brakes, four speed transmission and dual gear reduction rear axle



International Harvester's new Six-Speed Special is a one-ton model which incorporates a 3½ x 4½ in., four-cylinder, L-head engine and a two-speed rear axle. The two-speed mechanism is of the sliding gear type

Mack

A SIX-CYLINDER engine is incorporated in the new Mack truck model BJ, details of which have just been announced by the factory. Model BJ has a rated capacity of 3 to 4 tons and is equipped with pneumatic tires, four-wheel brakes, four-speed transmission and dual gear reduction rear axle. The new unit is offered for fast service and has ample road clearance for adverse road conditions and accommodates bodies mounted above the rear wheels. It is not recommended for dump truck work.

The engine, which has the same cylinder dimensions as the AL bus engines, 4¼ x 5 in., has cylinders cast in block. Cylinder heads are cast in pairs of heat-treated aluminum alloy with turbulence type offset combustion chambers. Pistons are also of aluminum alloy of the constant clearance type with Invar struts. Connecting rods are tubular, machined all over, with lower end bearings 2½ in. diameter. Piston pins are ground and lapped and are locked in the rods.

Main bearings of the crankshaft are 3½ in. diameter and the shaft is drop-forged with integral counterweights and is case hardened. Crankcase is of aluminum alloy and is supplied with inspection ports on the left side. The front end drive is by a train of three gears with a cross-shaft for operation of pump and distributor. The crankshaft and camshaft gears are upset drop forgings with helical teeth and the cross shaft gear is of bronze.

A rustless type water pump is employed having an aluminum body, bronze rotor and stainless steel shaft. Radiator, which is of the continuous finned tube type with aluminum tanks and side plates, is mounted on rubber shock insulators. The fan is 22 in. in diameter and is driven by a V-belt.

Lubrication of the engine is by both force feed and splash. Tandem oil pumps supply oil separately to splash troughs and under pressure to main and connecting rod bearings. An air bell is incorporated in the oil line to reduce oil hammer and an oil filtrator also is fitted.

Ignition is by battery and North East distributor, the latter being equipped with automatic and manual advance. Starter and generator are of North East make of 12-volt type.

A single plate dry clutch is employed and rubber torque insulation is used on the driveshaft. The four-speed transmission is mounted amidship on rubber. The drive line incorporates two shafts with four Spicer universals. Under load the drive is almost in a straight line.

A full-floating rear axle with one-piece drop forged banjo member and dual gear reduction is used. Reduction is by both bevel and spur gears. Drive is taken through the springs.

Service brakes are of the internal rigid shoe type operating on 16 by 6 in. rear drums and 18 by 3 in. front drums. A vacuum booster is used for service application although straight pedal application can be made, in the event of failure. The hand brake which is located on the driveshaft at the rear of the transmission case is of the disk type.

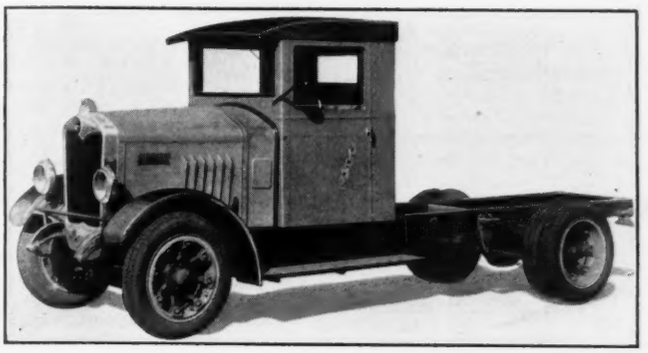
The frame is heat-treated of tapered section and it incorporates four tubular and three channel section cross members. Springs are semi-elliptic front and rear and are mounted in rubber shock insulators.

A reverse Elliott front axle is employed, and this unit has heavy T section between spring perches and ends. The tie-rod has ball joints with micrometer adjustment, and this unit and the drag link are straight.

A worm and complete gear type steering gear is used and the assembly includes Hyatt bearings on the worm gear shaft and ball bearings on the worm shaft. The wheel is of rubber and fabric and the column which is raked is supported at the cowl by a rubber insulator.

The cab is of the de luxe enclosed ventilated type and is shock insulated from the chassis. A 30 gal. gasoline tank is mounted in the cab with filler spout and level gage extending through the side cab. Gasoline feed is by triplex electric pump.

Three wheelbases are available, 168½ in., 192½ in., and 218 in. Body space in back of the cab is 12 or 16 ft. Wheel gage is 71⅜ in. front and 66 in. rear. Tires are 36 by 8 in. high pressure pneumatic all around with duals on the rear wheels.



Two-ton six-cylinder, four-speed, four-wheel brake Selden. It is offered in three wheelbases: 151, 163 and 181 in.

Selden

A NEW two-ton model equipped with six-cylinder engine, four-speed transmission and four-wheel brakes is being offered by the Selden Corp. in three wheelbases, 151, 163 and 181 in. providing 10, 12 and 14-ft. loading spaces respectively. Chassis weight is 4600 lb. and body allowance is 950 lb.

The powerplant is a six-cylinder 3⅜ x 4⅝ in. Continental C-15 and develops 70 hp. at 3200 r.p.m. Starting, lighting and ignition is by battery with coil and distributor for ignition. The fuel system includes a 15-gal. tank located under the seat and a vacuum tank. The radiator is of the cellular type with nickel-plated shell.

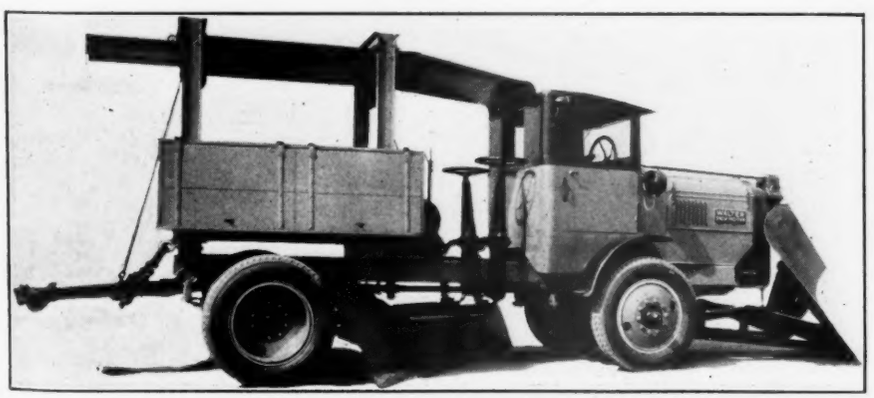
The dry-plate clutch and four-speed transmission are mounted in unit with the engine. Power is transmitted to the rear through a two-piece propeller shaft equipped with self-aligning center bearing and grease-tight metal universal joints. The rear axle which is of the bevel gear type provides a final reduction of 6⅜ to 1. Drive is taken through ball and socket type radius rods.

Four semi-elliptic springs, 41 x 2½ in. front and 50 x 2½ in. rear support a pressed steel frame of 5¾ in. section, 3½ in. flange and ¼ in. stock. The front and rear end of the rear springs are not shackled, but contact against brackets. Under this type of construction as the load is applied the length of the springs supporting it shorten and the rate of deflection decreases. Service braking is through Lockheed hydraulic system acting on 16 x 2½ in. drums mounted on front and rear wheels. The emergency brake is located on the driveshaft.

Steering is by Ross cam and lever type gear. Standard wheel and tire equipment is metal spoke type with 30 x 5 in. pneumatic duals rear. Optional 32 x 6 in. tires are available at extra cost.

Walter

Wrecker equipment which can be mounted on the Walter Snow-Fighter, made by Walter Motor Truck Co., Long Island City, N. Y., includes a power winch, side tool boxes, overhead I-beam and a hinged A-frame for towing. The A-frame is designed for towing either end of a disabled vehicle with wheels off the ground. At the apex of the A is a swivel which is attached to the axle of the disabled vehicle. The vehicle is then raised by a cable attached to the overhead I-beam and the two-speed power winch. The A-frame is attached to the chassis frame by means of hinge joints placed forward of the rear shackles of the rear springs.



The Walter Snow-Fighter can be furnished with wrecker equipment, including power winch, side tool boxes, overhead I-beam and a hinged A-frame for towing

Pierce-Arrow Adopts Gross Weight Rating

IN the new "Condensed Data Quarterly" issued for the use of distributors, dealers and salesmen of the Commercial Car Division of the Pierce-Arrow Motor Car Co., of Buffalo, N. Y., the newer method of rating commercial cars, based on the vehicle's gross weight, is outlined for the first time. Commenting on this, Hal T. Boulden, manager of the Commercial Car Division, said: "For a long time we have felt that the tonnage rating, as applied to commercial cars, was obsolete, and while it is time the V. G. W. method which we are now applying to all our models is not new, we feel that it has sufficient merit to warrant general use and application in determining the payload as applied to our various commercial car chassis."

Continuing, Mr. Boulden said: "As a basis of determining the V. G. W. ratings to our various units each

(Turn to page 32, please)

Watson Rubber Flow Stabilators

John Warren Watson Co.
Philadelphia, Pa.

A RUBBER-BASE material which provides a "flowing" action when moved in contact with steel surfaces is used in the new Watson Stabilator. The action is not changed by temperature or moisture, according to statement issued by the company and there is freedom from chatter, groans or other noise. The term "Rubber Flow" has been adopted to describe the operating principle of the mechanism.

An increase of power range between minimum and maximum spring deflection to 18 to 1 instead of the former 2½ to 1

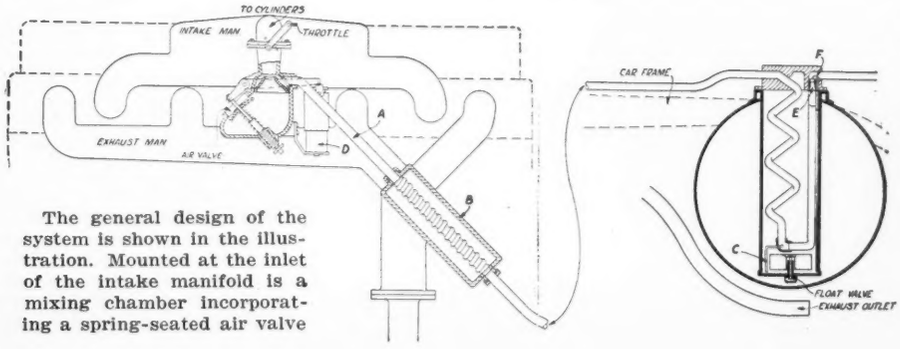
has been achieved in the new Stabilators. That is, if there is one unit of resistance when the springs are at rest there is 18 times as much when the springs are deflected to the maximum.

The brake mechanism comprises a steel brake coiled about which is a brake shoe composed of the new rubber-base material. When the vehicle springs are at rest this shoe is practically free of contact with the drum. As the spring is deflected the strap is drawn into the housing and the brake shoe increases both the area in contact with the drum and the pressure. The coil spring serves a double purpose of bringing the shoe into contact with the drum and providing a variation in the amount of resistance of the braking member.

Direct Fuel System

Stewart-Warner Speedometer Corp.,
Chicago

A FUEL system in which carbureting action takes place in the main fuel tank and a semi-vaporized non-combustible mixture of gasoline and air is brought forward on the chassis and mixed with cold air just below the throttle has been developed by the Stewart-Warner Speedometer Corp. The new system takes the place of conventional carburetor and fuel feed system.



The general design of the system is shown in the illustration. Mounted at the inlet of the intake manifold is a mixing chamber incorporating a spring-seated air valve balanced by means of a dashpot. About four-fifths of the mixture entering the manifold is cold air entering through this valve, the other fifth being a non-combustible mixture of gasoline vapor and hot air which enters the mixing chamber around the outside of the venturi through pipe **A**, under direct suction from the intake manifold in proportion to the air velocity. For full vaporization of the fuel in this mixture the stove **B** is provided.

In the main tank, usually placed at the rear of the vehicle, an inlet air pipe is provided which passes down into a container in the gas tank, as shown in the drawing. This pipe is equipped with two venturis in each of which are located gasoline jets, the lower one, **C**, being for low speed operation and the upper one, **F**, being for high speed operation. A constant level of gasoline is maintained in this compartment by a poppet valve operated by a cork float, the function being similar to that of a carburetor float.

Gasoline entering the pipe is atomized and partly vaporized and this action is assisted by heat absorbed by the air in its passage through the muffler before entering the pipe. The mixture of partly vaporized fuel and air passes up through the helical tube shown. On the way to the intake manifold the mixture passes through an exhaust heated stove **B** previously mentioned. Here the heavy ends of the fuel are vaporized and the lighter ends have been vaporized during the passage through a ¾ in. tube from the fuel tank at the rear.

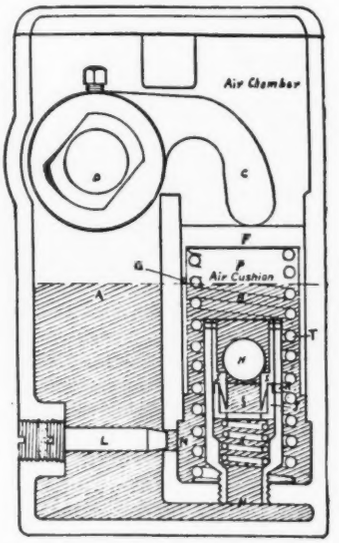
When the engine is accelerated the system provides a variation of mixture ratio for accelerating from various speeds, the richness of the ratio being inversely proportional to the engine speed at the start. In other words, its action is that of an automatically graduated accelerating well. This action is brought about by the dashpot **D**, which is of the air-bled plunger type, restricting the entrance of air and bringing about an increased velocity of air in the pipe. This increased velocity results in picking up some of the additional condensed fuel in the pipe.

Hydro-Check Shock Absorber

Continental Motors Corp.
Detroit

THIS new absorber, which combines the pneumatic and hydraulic principles for cushioning road shocks, is of the plunger type. For light shocks the absorber works against air, but for heavy jolts the action is against oil with practically free action at center. The unit consists of a cast iron housing, the interior of which is divided into high and low pressure compartments, each containing both oil and air, a compression piston, rocker shaft and cam and exterior arm.

When the vehicle strikes a bump tension is removed from the arm and cam (see illustration), causing the piston to rise through the action of the spiral spring, thus causing a partial vacuum in the high compression chamber, which in turn causes oil to be drawn through an intake port in the bottom of the chamber (N), fitted with a ball check valve and a silencer spring. Rebound causes the arm and cam to depress the cylinder, compressing first the air and then the oil, forcing the latter to escape into the low-pressure chamber through a needle valve located low down in the partition between the two chambers. Should the pressure from a heavy jolt be such as



A — L. P. Chamber
B — H. P. Chamber
C — Cam
D — Crank Shaft
F — Piston
G — Air Intake Port
H — Oil Intake Valve
I — Valve Retainer
J — Relief Valve Piston
K — Relief Valve Spring
L — Adjusting Screw
M — Seepage Port
N — Oil Intake Port
O — Adjusting Screw Lock
P — Piston Air Chamber
R — Relief Valve Intake Port
S — Oil Intake Port (same as "N")
T — Retriever Spring

to endanger the mechanism, a relief valve, held in place by a spring and sliding in the circular wall of the intake port below the check valve (R), is forced open to permit additional seepage by way of the intake port. The air cushion is maintained above the oil level in the high pressure chamber by a port in the piston skirt at a point that permits air to enter from the low pressure chamber as each piston movement lifts the port above the semi-circular partition between the chambers. Thus with each stroke air is trapped in the high-pressure chamber. The refilling port is located at a point above the oil level (A), in the low compression chamber. The needle valve is adjustable from the outside, upon the removal of a straight-threaded plug and packing.

Punch and Riveter

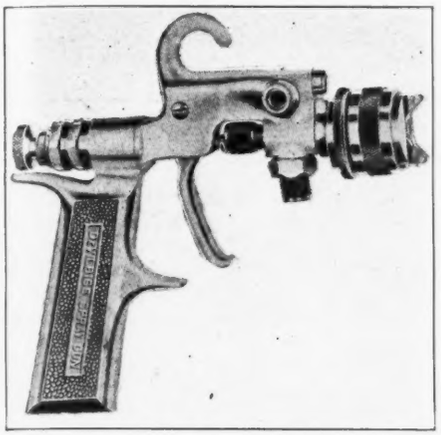
Automotive Tool Mfg. Co.
4th St., Milwaukee

THIS tool is designed for work on brake bands and clutches. It can also be used as a punch, the change from riveter to punch being made in a few minutes. Price with punches and riveting dies $12.

DeVilbiss Spray Gun

The DeVilbiss Co.
Toledo, Ohio

GRADUATED adjustment of the spray head controlling both character and width of the spray is a feature of the new spray gun recently placed on the market by this company. A ball and cone con-

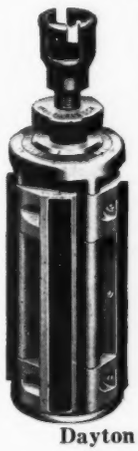


struction is embodied in the nozzle to keep the tip and air cap concentric at all times. The spray head is detachable and is interchangeable with other heads with different sizes of nozzles and also with a non-adjustable spray head.

A suction feed cup attachment is available. This unit has a lid clamped on top of the cup by means of a yoke and lever which permits easy disconnection.

Hall Hone With Micrometer

Hall Mfg. Co.
Toledo, Ohio

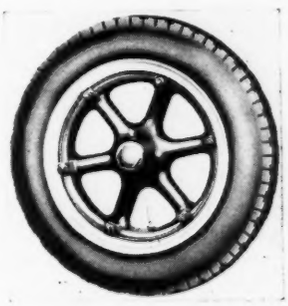


HALL cylinder hones are now equipped with micrometer sets. By means of the micrometer, guesswork and repeated gaging are eliminated when working to correct clearance. The operator sets the tool to remove a definite amount of metal after the first run has been made and the cylinder cleaned up. Other refinements also have been incorporated to make the hone chatterproof and adding to ease of paralleling.

Dayton Light Steel Wheel

Dayton Steel Foundry Co.
Dayton, Ohio

CAST in one piece from electric-furnace steel, this wheel designed for light trucks, is of the Dayton hollow-arch bolt construction, integral hub and felloe.

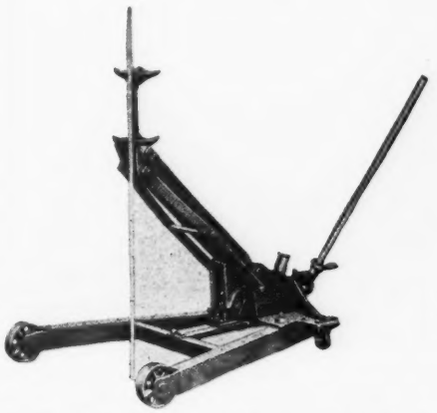


The wheel can be conveniently mounted on and removed from, the axle and the valves are easily accessible. Rim slippage is said to have been completely eliminated. The wheel is cast in one piece, machined at one set-up and bearing hole bore, brake drum pilot and tread are concentric.

Five-ton Shop Jack

Manley Mfg. Co.
York, Pa.

THE Manley shop jack is now available in a 5-ton model which has a lift of 31 in. and an extension screw which



adds 10 in. to the total height. The price is $80.

Angle Blade Valve Reamer

Keystone Reamer & Tool Co.
Millersburg, Pa.

THIS valve reseating tool has blades cut on an angle, which construction is claimed to provide a "shear-cut" in refacing valve seats. It is available in all standard sizes.

Friction Drive Air Compressor

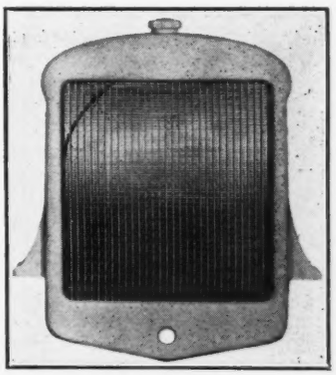
United States Air Compressor Co.
Cleveland, Ohio

FRICTION drive is employed in the model SA-14 air compressor illustrated which is equipped with a 1/3 hp. electric motor and a single cylinder compressor mounted on the top of a vertical tank of 20 gal. capacity. The unit has a displacement of 1¾ cu. ft. per minute and is designed to maintain tank pressure of 115 to 150 lb.

Young Bus Radiator

Young Radiator Co.
Racine, Wis.

THE above company has brought out a heavy duty bus radiator with cast aluminum shell, pressed brass tanks and rugged tubular core. The tubes, header plates and tanks are of heavy construc-

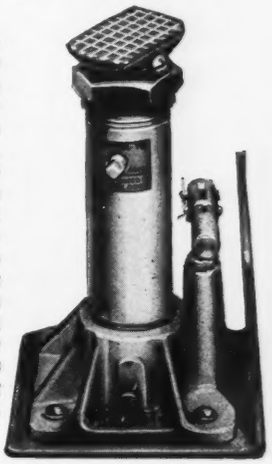


tion. All inlet and outlet connections are reinforced. Tubes are of the lock-seam type and have large passages.

Everready Oil Jacks

Charles P. Rogers & Co.
198 Pacific Ave., Jersey City, N. J.

THREE sizes of Everready hydraulic jacks are designed for truck and bus work. Model 2, intended for light trucks has a rise of 5¼ in.; model 5, illustrated, has the same lifting range for buses and trucks and the model 10 for heavy trucks has a lifting range of 6½ in.



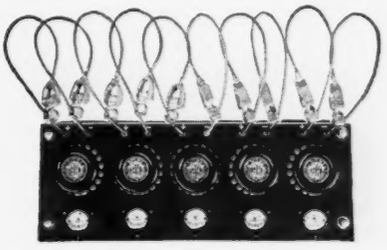
Vary-Rate Panel

Hobart Bros. Co., Troy, Ohio

THIS gives the charging rate wanted for any battery on the line, regardless of its age or condition.

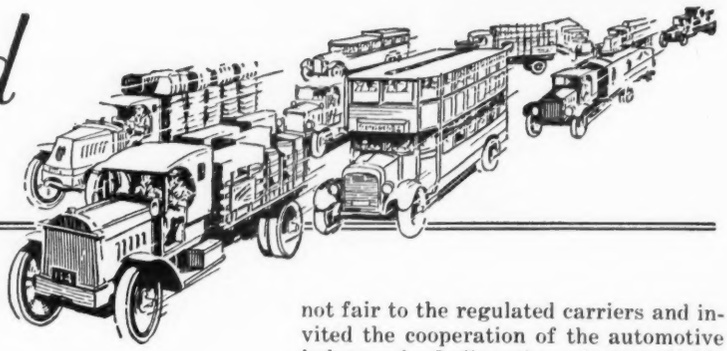
Provides a separate ammeter and separate rheostat for each battery so it is unnecessary to change a single connection to vary the charging rate as desired.

Attractively finished ebony asbestos board. Each panel equipped with five ac-



curate reading ammeters, five rheostats and the exclusive HB plug-in type connecting leads for five batteries. Rheostats are same type as used on HB constand potential chargers.

Have You Heard That —



A DEALER selling a truck with body built on chassis is not a manufacturer, according to the recent decision by the U. S. Court of Claims. B. F. Hoffman, in August, 1923, received a notice and demand for $4961 manufacturers tax from the Internal Revenue Bureau. He paid under protest and appealed his case to the Court of Claims. There he showed that he obtained the chassis complete from Ford Motor Co., at a list price less 20 per cent discount, with the manufacturers tax added thereon, and that bodies selected by customers from catalogs were obtained on the same basis. As an accommodation the body company attached bodies to the chassis. Customers are billed separately for the chassis plus tax and for the body plus tax. The Court held that Hoffman could not be considered a manufacturer, despite a previous case where a dealer combined bodies and chassis, buying each from different manufacturers, and mounted the bodies on the chassis, selling the completed truck at retail.

Col. George W. Blackington, head of the shock absorber division of Continental Motors Corp., announces the appointment of F. W. Sampson as engineer in charge of the shock absorber division.

DURING the first five months of 1928, sales of new commercial vehicles have increased about 50 per cent in the Twelfth Federal Reserve District, according to index numbers of sales constructed by the Division of Analysis and Research of the Federal Reserve Bank of San Francisco. In this period sales rose from 62 to 98 per cent of the daily average registration in 1923-25.

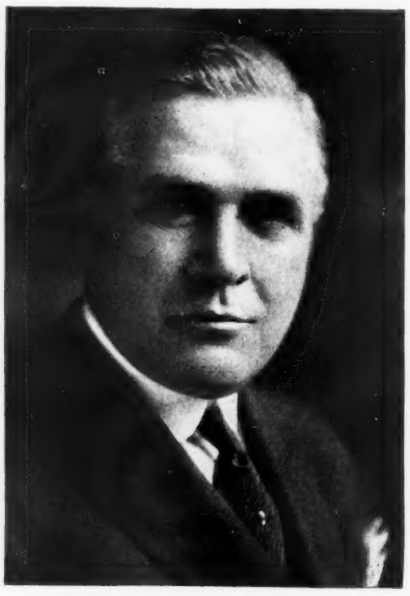
Neff E. Parish, founder of the Parish Mfg. Co., makers of automobile frames, died in Berlin, Germany, in June. Mr. Parish sold the plant to the Spicer Mfg. Co. in 1919. He was 65 years old.

ARRANGEMENTS have been completed for holding the annual National Standards Parts Association Show in the Cleveland Auditorium, Oct. 29 to Nov. 2. E. P. Chalfant, executive vice-president, announces that the main arena as well as the exhibition hall have been secured for the event, which will double the gross floor space for the 1928 show as compared to the space available last year.

E. J. Meyer has been appointed manager of the Autocar branch in Cleveland, succeeding Frank H. Randel, resigned. H. R. Butterfield was made dealer representative in Canton. Branches in Columbus and Cincinnati have been raised to full branch status instead of sub-stations under Cleveland.

THE Ninth Highway Safety Contest for schools, students and teachers has been announced by the National Automobile Chamber of Commerce. The contest is to be opened this fall and will carry $6,500 in prizes.

REGULATION of interstate motor vehicle common carriers and the effect of highway transportation on rail revenues were among topics discussed at the joint meeting of representatives of automotive interests and the Motor Transport Division of the American Railway Association recently held in Atlantic City. A. P. Russell, vice-president of the New Haven R. R., said that the present basis of competition was not fair to the regulated carriers and invited the cooperation of the automotive industry in finding the solution of this problem. In stating the position of the vehicle makers, A. J. Brosseau, vice-president of the National Automobile Chamber of Commerce, explained that while the manufacturers are not opposed to the regulation of buses in principle, they have found it necessary to oppose certain attempts to translate this principle into legislation because the regulation proposed would have been unnecessarily restrictive to the growth of motor transportation. B. F. Fitch, president of Motor Terminals, Inc., said that what was needed was less and not more regulation. Business taken from the rails by the motor carriers was generally of an unprofitable type for the railroad, in the opinion of Frank McManamy, member of the I. C. C. Frank Fageol predicted the advent of larger buses for operation over distances of 200 to 300 miles at 2 cents per mile per passenger. The next meeting of the division will be held in Detroit, October 24 and 25.



J. P. Heil now heads the Heil Co., Milwaukee, Wis., which recently absorbed the Hydro Hoist Co. He was formerly vice-president and treasurer of the Heil Co.

R. P. Henderson, vice-president in charge of sales for Martin-Parry Corp., York, Pa., and Indianapolis, Ind., left that organization on July 1. His future plans are unannounced.

AS of June 1, 1928, 64 railways were operating 1047 motor coaches as against 800 operated by 52 companies last year. Routes increased from 200 to 340 and aggregate route mileage from 8000 to 14,805. Forty-five railroads in addition to those carriers utilizing joint terminal motor service at St. Louis and Cincinnati now operate 4902 trucks, tractors and trailers as compared with 3300 operated by only 31 roads.

Net earnings of the American Car & Foundry Co. for the year ended April 30, 1928, after taxes, replacements, etc., totaled $3,754,555. This compares with $4,593,378 for the corresponding period of last year.

SALES of replacement parts for the first five months of 1928 show an increase of 17.57 per cent over the corresponding period of last year, according to a report by the National Automotive Parts Association. The total annual gain during 1927 was 19.1 per cent over 1926. The association predicts that if the volume during the summer months shows an increase relative to that of last summer the parts group will enjoy an even larger percentage of increase in 1928.

Commercial Car Specifications on page 35

AT a conference of a number of representatives of truck manufacturers held at the Book Cadillac Hotel in Detroit the Associated General Contractors of America, Inc. made a plea that truck manufacturers tighten up selling terms as a means of discouraging irresponsible parties from entering the contract hauling field and thereby jeopardizing the future of that industry for responsible operators. While the representatives of most of the companies were of the opinion that such action would be beneficial, no definite action was taken and indications were that the contractors will call a similar conference at a later date when efforts will be made to get a greater representation from truck industry present.

Edwin G. Thompson, vice-president Thompson Products, Inc., Cleveland, recently issued a statement that $750,000 will be spent for factory additions in Cleveland and in Detroit to take care of the present schedules which are outgrowing the company's present capacities.

WHILE an injunction to restrain the proposed $250,000,000 merger of the Dodge and Chrysler companies was recently refused the Dodge minority, the New York Supreme Court ordered that the Dodge Corp. file a bond guaranteeing protection to the interests of all preference stockholders not consenting to the merger. A stipulation also must be filed that the plan shall not be consummated and a transfer of Dodge assets made unless the application of the bond at time of transfer be assumed by the Chrysler Corp.

The Highway Trailer Co., Edgerton, Wis., recently announced that it opened a direct factory branch at 603 Washington Ave., N., Minneapolis, Minn., to be known as the Twin City branch.

DURING the first four months of 1928, 16 per cent of all the cattle, calves, hogs and sheep were trucked to the 13 principal markets of the country, according to statistics compiled by the National Provisioner. All the principal markets are making provision for special facilities for unloading trucks. Because of the market together with improvements in methods of loading and farm handling, trucked-in stock show fewer bruises and injuries than was true when this method of transportation first was undertaken by the shippers.

Selden Truck Corp. has made arrangements with the Grez International Corp. to handle its export of New York City, business under the name of the Selden Truck Corp. export department.

THE exportation of 3814 units of Dodge Bros. cars and Graham Bros. trucks during May, represented an increases of 17.5 per cent over May a year ago, and 29.3 per cent over April, 1928 according to Dodge Bros., Inc.

Col. Charles Clifton, honorary president of the National Automobile Chamber of Commerce, and chairman of the board of Pierce-Arrow died at his home in Buffalo, N. Y. Col. Clifton, one of the pioneers of the industry, joined the George N. Pierce Co. of Buffalo in 1897, becoming president of their company in 1916 and chairman of the board in 1919. He also served as president of the National Automobile Chamber of Commerce for 23 years, from its inception in 1904. He acquired his military rating in the course of 12 years' service in the New York National Guard. He was born 74 years ago.

MAJOR Court Decisions on Motor Carrier Operation is the title of a volume which the Bus Division of the American Automobile Association of Washington, D. C., is planning to publish about October 1, 1928. The new book will present all important court decisions which in any way establish or reaffirm precedent in the operation or regulation of motor carriers for hire. The volume will be indexed and digested in such a way that in brief it can be outlined in a very few minutes. The Bus Division is now accepting orders for the book at $10 per copy and offers a loose leaf supplement service for one year at an additional cost of $5.

Howard Hughes was elected president of the Pennsylvania Bus Association at its annual meeting in Harrisburg.

A LINE of six-cylinder school buses in capacities ranging from 18 to 52 school children and equipped with four-wheel Lockheed hydraulic brakes and four-speed transmissions has been announced by Graham Brothers, motor coach division of Dodge Brothers, Inc. Seating arrangement and design are the result of a survey in which the dimensional requirements for the comfortable seating of children of all ages was studied. Seats are of leather, with spring cushions and with heavily padded backs. Entrance is controlled by the driver, although an emergency exit is provided at the rear.

One of the new line of six-cylinder Graham Brothers buses recently announced by Dodge Bros., Inc.

Commercial Car Specifications on Page 35

AN amendment to the Ohio State bus law is being sought by the Board of Governors of the Ohio Motor Bus Association. Bus companies want the same rights as railroads and street railway lines such as changing schedules when necessary without the delays which bus companies are subjected to and permission to keep pace with their growth by increasing their equipment. It is said that the present bus law makes it impossible for certain lines to use improved equipment. Before seeking relief from the state body, it is the association's intention to acquaint the public with its desire through a statewide advertising campaign. The changes as recommended by the Ohio association were endorsed by the legislative committee of the American Automobile Association.

Gleen L. Moyers has joined the Handy Governor Corp. of Detroit, as sales manager of the governor division, according to an announcement by A. A. Bull, president. Mr. Moyers formerly handled the sales of the Monarch Governor Co.

THE creation of a new meter which measures engine speed 25 times a second is enabling the Bureau of Standards to discover the degree to which low-test gasoline will permit acceleration, the Department of Commerce announced. The device consists of a tape on which electric discharges at the rate of 25 times a second record the engine speed, and it has been discovered already, the bureau announces, that the type of carburetors with "wells" allow good pick-up with low test gasoline and lean mixture.

Thomas P. Henry, Detroit, was reelected president of the American Automobile Association at the closing session of that body's annual convention in Cincinnati. Mr. Henry has been elected to that office for the sixth time.

REPRESENTATIVES from more than 30 manufacturers, fire chiefs, firemen's associations and fire underwriters recently met in Washington to discuss standardization of fire engines under the auspices of the division of simplified practice of the Department of Commerce. It has been suggested that standard capacities of 300, 400, 500, 750 and 1000 gal. per minute for the fire engines be produced.

Charles W. Monahan has resigned as assistant merchandise service director of the National Standard Parts Assn. to become a sales representative of Diamond Motor Parts Co.

BROCKWAY MOTOR TRUCK CORP. is building a new factory branch in Schenectady, N. Y. It will contain about 10,000 sq. ft. and cost approximately $70,000, according to John C. Cahill, Schenectady manager.

J. H. Weatherly has been appointed sales representative for the Splitdorf Electrical Co. in the states of Indiana, Wisconsin, Illinois and Iowa. A. N. Nichols also was appointed to operate in the Kansas City territory under C. S. McMorrow, in charge of the territory.

Latest addition to the fleet of the Arrow Oil Co., Lansing, Mich. The body, which has a capacity of 1200 gal., is mounted on a Duplex Model SAC, 3-ton chassis.

A. T. Colwell of Thompson Products Inc., has been made sales and engineering representative of the original equipment division for the State of Michigan. Mr. Colwell has been with Thompson Products for six years, covering the eastern and Michigan territories.

WALTER MOTOR TRUCK CO. has brought out a new three ton, heavy duty unit known as the Walter Contractor Special. The wheelbase is 100 in. and the overall length with 8-ft. body is 187 in. It is equipped with a six-cylinder, 4¼ x 4¾ in. engine, five speed transmission, external brakes and pneumatic tires.

The Department of Commerce announces that the municipality of San Diago, Chile, will open bids for 87 trucks of 1½-ton capacity, to be used for street cleaning service in that city immediately.

A 72-PAGE piston ring specification book was recently published by the American Hammered Piston Ring Co. It contains instructions for the proper installation of piston rings, junk ring specifications for Knight engines, piston ring specifications for practically all automotive vehicle, and interchangeability tables showing which engines use rings of the same specifications. The data on the interchangeability table goes back as far as 1919.

Completion of new branch buildings in Portland, Me., Syracuse, N. Y., and Davenport, Iowa, has been announced by officials of the Goodyear Tire & Rubber Co.

ARTHUR M. HILL, West Virginia, and George P. McCallum of Michigan, were re-elected chairman and vice-chairman of the bus division of the American Automobile Association at the second annual convention of that body held in Cincinnati, June 27th. Chairman Hill said that the two major objectives of the division during the coming year would be the enactment of Federal regulatory legislation and making the division self-supporting financially. The program of the convention was replete with interesting features on regulation, traffic promotion, operation and maintenance. Frank Fageol, Twin Coach Corp., expressed the opinion that because of recent development of buses of large carrying capacity, the claim can no longer be sustained that fixed rail cars are more efficient in handling mass transportation than the modern motor coach. His paper is reproduced elsewhere in this issue. The address of H. P. Fritch, president of the Boston and Maine Railroad's bus operating subsidiary, pictured a bright future for the bus in coordination with rail service. Following a heated criticism of the opposition of the National Automobile Chamber of Commerce toward the Parker bill in which S. A. Markel charged that the Chamber's objections were designed to delay congressional action, Edward F. Loomis of the N.A.C.C. stated that his organization favored regulation in principle, but is opposed to regulation of the type contemplated in the Parker bill. Among the speakers were E. Blythe Stason, Prof. of Law, University of Michigan; E. A. Keenan, advertising manager, Mitten Tours, Philadelphia; M. S. Aldrich of West Virginia; A. E. Hutt, Vacuum Oil Co.; Guy A. Huguelet, president Consolidated Coach Corp.

Coming Events

SHOWS

American Electric Railway Association, Public Auditorium, Cleveland .....Sept. 22-28
American Road Builders' Association, Inc., Cleveland Auditorium...Jan. 14-19
Automotive Equipment Association, Coliseum, Chicago .....Oct. 22-27
*Chicago .....Jan. 26-Feb. 2
National Standard Parts Association, Cleveland Auditorium...Oct. 29-Nov. 3
*New York, Grand Central Palace.Jan. 5-12

*Will have Special Shop Equipment Exhibit.

CONVENTIONS

American Electric Railway Association, Public Auditorium, Cleveland, Sept. 22-28
American Road Builders' Association, Inc., Cleveland Auditorium..Jan. 14-19
Auditorium Equipment Association, Coliseum, Chicago .....Oct. 22-27
National Association of Automobile Show and Association Managers, Before-Shows, Drake Hotel, Chicago .....July 26-27
National Standard Parts Association, Hollenden Hotel, Cleveland, Oct. 29-Nov. 3
World Motor Transport Congress, Rome .....Sept. 25-29

S. A. E.

Detroit, Annual Meeting.....Jan. 15-18
New York, Annual Dinner, Hotel Astor .....Jan. 10
Transportation Meeting .....Oct. 16-18

The British government recently passed a bill giving the leading railway companies of the country the power to compete on the road with motor traffic.

PERFECT CIRCLE CO., Hagerstown, Ind., has acquired the General Piston Ring Co., Tipton, Ind., and the capitalization of the Perfect Circle Co. will be increased to $4,875,000. The management of the reorganized Perfect Circle Co. will remain the same.

General Motors of Canada established a production record in May when 17,772 cars and trucks were shipped from Oshawa and Walkerville, France.

Commercial Car Specifications on Page 35

THE Highway Trailer Co., Edgerton, Wis., has increased its capital stock to $1,000,000 following the absorption of its subsidiary, the Continental Axle Co., also of Edgerton. James W. Menhall has been president of both corporations and continues at the head of the highway company.

Continental Motors Corp. reports net profits of $807,497 for six months ended April 30, which compares with $147,084 for the corresponding period last year.

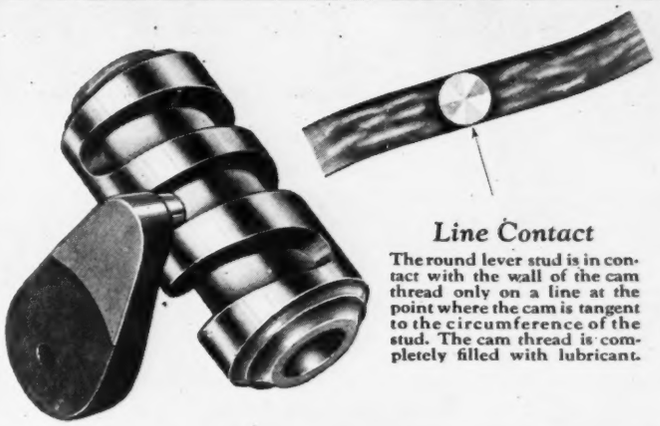
DIRECTORS of the Pierce-Arrow Motor Car Co. at a recent meeting submitted a plan to its stockholders whereby the Studebaker Corp. will put $2,000,000 cash into the new Pierce-Arrow company's junior securities. Myron E. Forbes in a statement said that the affiliation will permit the full utilization of facilities at the Buffalo plant. Approval of the plan will combine two of the country's oldest automotive manufacturers with plants and assets estimated to be worth $160,000,000.

The International Harvester Co. has purchased as an addition to its Milwaukee works, the buildings and real estate of the Northwestern Malleable Iron Co.

TRUCK sales in June continued to hold their own in the Atlanta, Ga., territory, according to reports from the larger distributors, and showed substantial gains over the same month last year, although slightly less than they were earlier in the year. While Kansas City reported a slight slowing down of sales, wheat crops, which will be on the market soon, are expected to stimulate activity. Dallas reported conditions as satisfactory with plenty of money in circulation and credit fairly easy. Dealers are optimistic over the outlook. General business conditions in Milwaukee are reported as good and motor truck business is comparable to a year ago. Reports from various points in Michigan indicated a continued heavy demand for both passenger and commercial cars. Business and industrial conditions in the Seattle section are stated to be generally good with every indication of a record year for the farmers. New Orleans reports that there is a marked trend of sway from heavy to light trucks. The passage of the Flood-Control bill has helped business considerably in this section. General business in Los Angeles is reasonably good and the truck market shows considerable improvement.

LINE CONTACT
Helps Control ROAD SHOCK

An Exclusive **ROSS** *Feature*



Line Contact

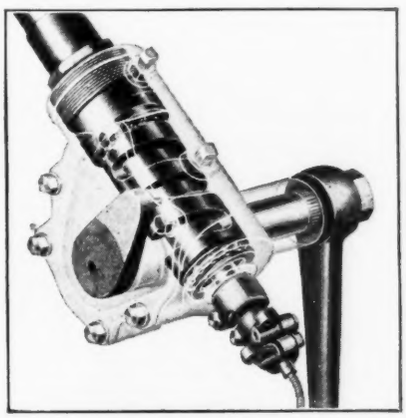
The round lever stud is in contact with the wall of the cam thread only on a line at the point where the cam is tangent to the circumference of the stud. The cam thread is completely filled with lubricant.

THE extraordinary ability of the Ross Cam and Lever Steering Gear to control road-shock, without the loss of road sympathy, results largely from a mechanical feature exclusive to Ross—*line contact between actuating and actuated members*... Here's what happens when your front wheels hit an obstacle in the road—and all so quickly you can hardly imagine it:

The impact forces the lever stud against the wall of the cam thread with a pressure that squeezes the lubricant from between their surfaces at the line of contact. The added friction thus produced at the peak of the impact, tends to stop all movement of the cam, and consequently prevents the *heaviest* shock from reaching the steering wheel.

The instant the first high pressure is released the lubricant penetrates between the surfaces, and the lever takes its natural course, *well lubricated,* for the stud has a *rolling* as well as *sliding* movement in the cam thread.

By the time this has happened, however, the violent shock from the road has passed, and what reaches the steering wheel is only the faint hint of road conditions, which constitutes *road-sympathy.*



The balanced qualities of Ross Steering are largely the result of these features in which the Ross Cam and Lever Steering Gear differs from the ordinary type of steering gear:

Variable Ratio of Cam

Line Contact Between Actuating and Actuated Members

Low Internal Pressures

Powerful Internal Leverage

High Over-All Efficiency

Conversely, there is never any resistance to the turning of the steering wheel, for when the wheel is turned the stud glides smoothly through the groove on a wedge of lubricant.

Line contact is but one of the many features, which together have made Ross Cam and Lever Steering so widely preferred by the makers of cars, trucks and buses.

ROSS GEAR & TOOL CO. -:- LAFAYETTE, IND.

ROSS *Cam* AND *Lever* STEERING

Motor Wheel Corp. awarded a contract for the erection of a new steel and brick addition to the pressed steel plant in Lansing, Mich., to be finished in September, this $100,000 addition will be approximately 500 x 74 ft. and will be used partly for steel storage and partly for additional assembling space for Disteel and Spoksteel wheels.

THE Pierce Governor Co., recently completed a transfer of its factory and executive office from 9th St. and Central Ave., to its new plant at 1605-1635 Ohio Ave., Anderson, Ind. The building is of concrete brick and steel and provides more than 40,000 sq. ft. of floor space.

During the recent three-day sales conference held by the Robert Bosch Magneto Co. at the Long Island City plant, the following men were added to the sales staff: John Barthel, formerly of the Kohler Co.; Robert Heck, formerly of the Splitdorf Electrical Co.; G. W. Liedholz, formerly of the Lepel Ignition Corp., and N. S. Smith, formerly of the American Bosch Magneto Corp.

AN analysis of 1927 sales by the General Motors Truck Company shows an increase of 101 per cent over 1926 for the entire line. Vocationally sales gains show the following: Florists, 130 per cent; gas and oil, 101 per cent; furniture, 96 per cent; bakers, 95 per cent; food products, 92 per cent; bottlers, 52 per cent; hardware, 48 per cent; dairies, 42 per cent; laundries, 42 per cent; haulage, 38 per cent; contractors, 25 per cent, public utilities, 17 per cent, and coal and ice, 11 per cent.

O. S. Woods has been appointed sales manager of the Indiana Truck Corp. of Texas, in charge of retail and wholesale sales in the southwestern district. Mr. Woods was formerly district sales manager for Federal in the same district.

The Instruction Book—a Sales Asset

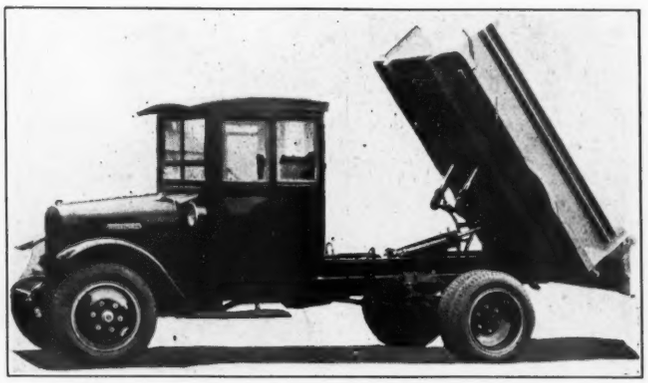
(Continued from page 21)

about different requirements in the way of lubrication and adjustment which has been overlooked.

The call gives the dealer's representative a splendid opportunity to explain the details of construction of the vehicle, its operation and maintenance at a time when the owner's interest is at a maximum.

In either case the representative, salesman or service man, makes a special call with the instruction book. He points out the value of lubrication and periodic inspection as well as preventative maintenance operations. He invites questions as to any feature not thoroughly understood.

The benefits of the plan have exceeded the cost many fold. Customer goodwill cannot be estimated on a dollars and cents basis. However, a number of live prospects have been obtained as a result of the instruction book calls. Claims that instruction books were not in the vehicle when delivered or were not received, if sent by mail have been entirely eliminated. Owners are given a proper start in operating and maintaining their newly purchased vehicles. If there is any kick about the vehicle by the owner he has a chance to make it during the call which is made within a day or two after delivery. This feature puts a stop to many complaints later.



International Harvester Model SD 46, two-ton chassis equipped with the new single cylinder Heil Hydro Hoist, H-2 and a 1½-2 yard Heil body

Harry G. Moock tendered his resignation as managing director of Greater Market Development at the close of the Automotive Equipment Association convention at Mackinac Island. In his presentation of the work of the G.M.D. department, Mr. Moock pointed out that the cut in appropriation to approximately $130,000 a year, did not in his opinion, provide an appropriation sufficient to do an effective job. N. H. Boynton has been appointed by president Arthur C. Storz to carry on greater market development work, both at the national headquarters in Chicago and in the field.

A WHOLESALE market analysis of more than 1000 towns in the United States and summarized sales and credit information regarding approximately 4000 wholesale houses in the United States and Canada will be contained in the Sales and Credit Directory of Automotive Wholesalers to be issued July 1, by the Motor and Accessory Manufacturers Association.

Don S. Brisbin has been elected vice-president in charge of sales of the Columbus McKinnon Chain Company, Cleveland, Ohio and a member of the Board of Directors.

THE American Engineering Council has prepared a report recommending uniform street signs, signals and markings for traffic control throughout all cities in the United States. The Council has been working in cooperation with the Hoover conference on street and highway safety.

Chisholm-Moore Hoist Corp., division of Columbus McKinnon Chain Co., is the new name of the Chisholm-Moore Mfg. Co., recently purchased by the Columbus McKinnon Chain Co., Tonawanda, N. Y.

Commercial Car Specifications on page 35

H. C. Schuette, assistant automotive freight commissioner of Europe, says in advices to U. S. Dept. of Commerce that more than 32,000 of the A.E.F. trucks left in France in 1918 are still in active service. These trucks have been kept in repair by a number of French automobile dealers who bought up entire spare parts depots at the end of the war.

FRANK M. HARRINGTON, of Philadelphia has been appointed merchandising director of the National Automotive Parts Association. Mr. Harrington formerly was district manager of the Celeron Co., division of Diamond State Fibre Co., manufacturers of Celoron timing gears.

June construction contracts in the territory East of the Rocky Mountains amounted to $650,466,200 or three per cent ahead of June, 1927, and 2½ per cent under May, 1928, according to compilations by F. W. Dodge Corp.

THE sales branches of the VanDorn Electric Tool Co., Cleveland, in Los Angeles, San Francisco and Seattle, and its service branches in Los Angeles, Oakland and Seattle, have been supplemented by the establishment of a complete warehousing and service depot at 525 E. 10th St., Oakland, Calif. Sales departments will be operated separately with the following branch managers in charge: Waldo H. Bair, Los Angeles; Harry W. White, San Francisco, and Roy Wise, Seattle.

The appointment of A. W. Childs to the position of assistant chief of the automotive division of the Department of Commerce is now effective. Mr. Childs succeeds I. H. Taylor, who has joined General Motors Export Corp. Mr. Childs was formerly traffic manager of the Packard Export Co. of New York.

Pierce-Arrow Adopts Gross Weight Rating

(Continued from page 25)

chassis is individually weighed and the actual chassis weight is stenciled on the caution plate, as is the vehicle gross weight of the job—the body weight and the pay-load being left blank and to be filled in at the time the sale is made, based on this formula:

Weight of Chassis	Gross Weight
Weight of Body and Cab	of Vehicle at Tires or
Weight of Pay Load	Vehicle Gross Weight

"Vehicle gross weight, as stated before, is given for each model, chassis weight for each model are also given. The difference between "V. G. W." rating and chassis weight is the weight available for pay-load and body. Any weight for each model is also given. automatically added to the pay-load allowance."

Every thirty seconds a new Clark Truck Wheel rolls by the watchful eye of our inspectors after passing the searching test of a 100 ton press—so much for quantity production with schedules running full speed. » »

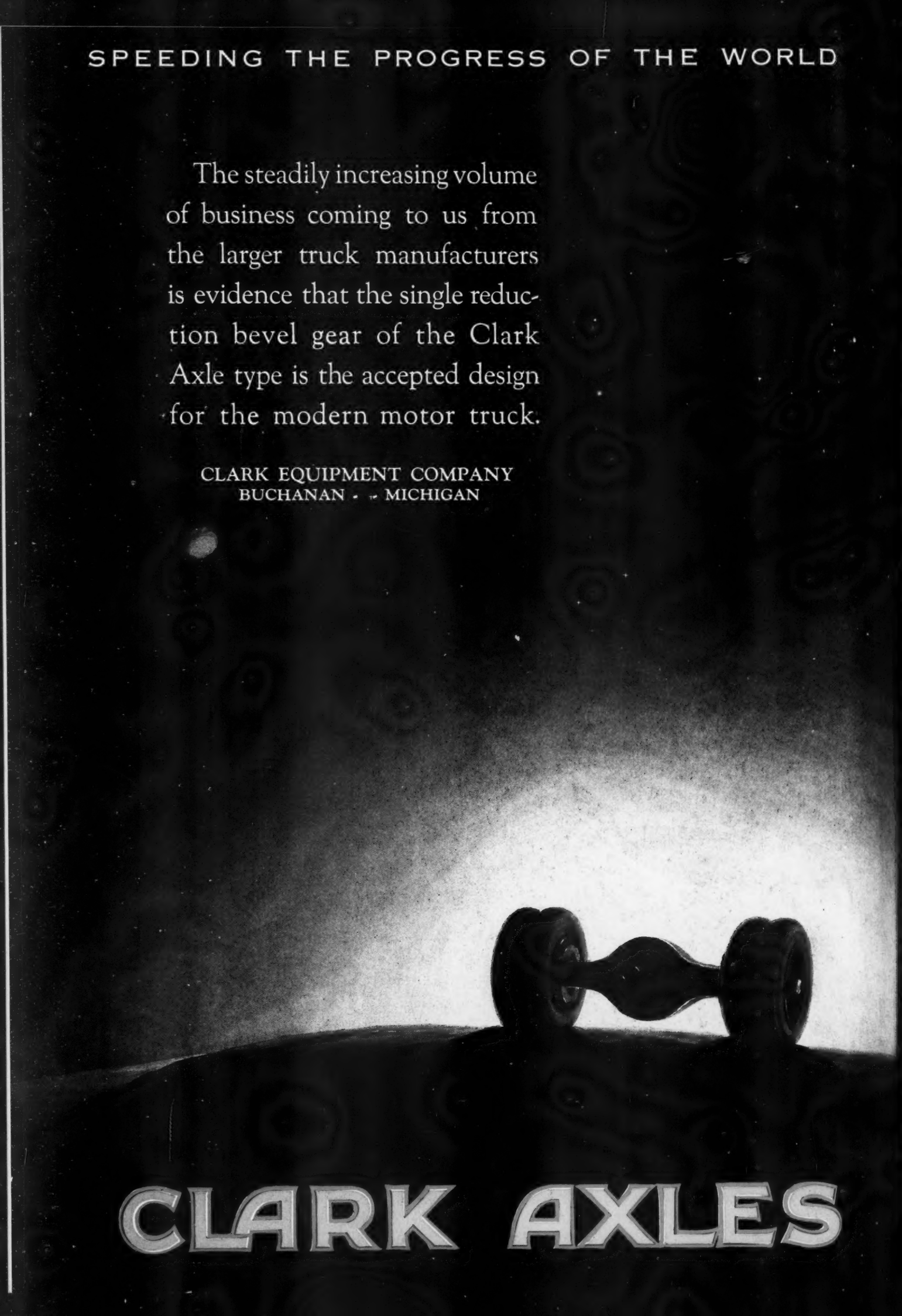
CLARK EQUIPMENT CO.
BUCHANAN -:- -:- MICHIGAN

With Strength of Steel

SPEEDING THE PROGRESS OF THE WORLD

The steadily increasing volume of business coming to us from the larger truck manufacturers is evidence that the single reduction bevel gear of the Clark Axle type is the accepted design for the modern motor truck.

CLARK EQUIPMENT COMPANY
BUCHANAN - - MICHIGAN



CLARK AXLES

Commercial Car Specifications—Corrected Monthly

The Specifications, Chassis Prices, Etc., Are Corrected Each Month From Data Supplied Direct by the Makers. Gasoline Tractor-Trucks Will be Found at the End of Gasoline Commercial Cars

Those Chassis which Are Sold and Recommended for Bus Use Are Designated in the Following Table by Reference Sign (§) in Front of the Name

For Motor Bus Chassis See Pages 46 and 47

(Where prices are not given it is because we have been unable to get them from authoritative sources)

Key of abbreviation, page 48

Trade Name and Model	General: Chassis Price	General: Standard Wheelbase (Inches)	General: Tire Size: Front (Inches)	General: Tire Size: Rear (Inches)	Engine: Make and Model	Engine: Number of Cylinders Bore and Stroke	Engine: N.A.C.C. Rated H.P.	Engine: Valve Arrangement	Engine: Oiling System	Engine: Governor (Make)	Engine: Radiator (Make)	Engine: Fuel System: Carburetor (Make)	Engine: Fuel System: Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Type and Make	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Universals (Make)	Rear Axle: Make and Mode	Rear Axle: Final Drive	Rear Axle: Type	Gear Ratios: Total Reduction in High	Gear Ratios: Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (Stripped)
1000 Pounds																																
Chevrolet Nat. Com	395	107	S 30x4.50	S30x4.50	Own	4-3-11/16x4	21.7	H	PS	Non	Har	Car	V	D-R	D-R	P. Own	Own Nat.	U	3	Own	Own Nat.	S	1/2	4.18	13.88	E*	Own Nat.	S.S	Own	Jax	Jax	1695
Durant Com. Ch	495	103	B 28x4.75	B28x4.75	Con	4-3 3/8x4 1/4	18.2	L	PC	Non	Fed	Til	V	A-L	A-L	P. Own	Own	A	3	Spi	Own	S	1/2	4.87	16.16	E*	Own	Own	Own	Hay	Hay	1650
Erskine	650	107	P 30x5	P 30x5	Con 9F	6-2 3/4x4 1/2	18.2	L	PC	Non	Lon	Sch	V	D-R	D-R	D. Lon	Tim	U	3	Spi	Tim	B	1/2	5.12	15.7	G*	Tim	Own	Gem	Kel	Fir	1894
General Motors T-11	585	110	B 29x4.75	B29x4.75	Pontiac	6-3 1/4x3 3/4	25.3	L	PC	Non	Lon	Car	V	D-R	D-R	P. Own	Own	U	3	Own	Own	S	1/2	4.18	13.92	E*	Own	.....	Jac	Mot	.....	1820
Graham Brothers...SE	665	110	B 29x5.00	B29x5.00	Dodge	6-3 1/8x3 7/8	27.3	L	PC	Non	MeC	Ste	V	N-E	N-E	P. B&B	Dodge	U	3	Spi	Dodge	S	1/2	4.45	18.49	G	Dodge	Det	Gem	Kel	Kel	1965
Graham Brothers SEW	.....	.....	B 31x5.25	B31x5.25	Dodge	6-3 1/8x3 7/8	27.3	L	PC	Non	MeC	Ste	V	N-E	N-E	P. B&B	Dodge	U	3	Spi	Dodge	S	1/2	4.73	19.63	G	Dodge	Det	Gem	Kel	Kel	1995
Reo Speed Wagon Jr	895	115	B 28x5.25	B28x5.25	Con 16E	6-3 3/8x4	27.3	L	PC	Non	Har	Sch	V	N-E	N-E	P. B&B	W-G	U	3	Spi	Sal	S	1/2	4.7	14.63	E†	Sal	S. S.	Ros	Mot	Fir	2290
1500 Pounds																																
Graham Brothers...DE	775	120	B 31x5.25	B31x5.25	Dodge	6-3 1/8x3 7/8	27.3	L	PC	Non	Fed	Ste	V	N-E	N-E	P. B&B	Dodge	U	3	Spi	Own	S	1/2	4.73	19.63	G	Own	Det	Ros	Kel	Kel	2510
Graham Brothers, DEW	....	120	P 33x4 1/2	P 33x4 1/2	Dodge	6-3 1/8x3 7/8	27.3	L	PC	Non	Fed	Ste	V	N-E	N-E	P. B&B	Dodge	U	3	Spi	Own	S	1/2	4.73	19.63	G	Own	Det	Ros	Kel	Kel	.....
Int. HarvesterSpec. Del.	....	116	B 30x5.25	B30x5.25	Wau XA	4-3 1/2x4 1/2	19.6	L	PC	Non	Lon	Zen	G	D-R	D-R	Roc	M.M.	U	3	M-M	Eat 502	S	1/2	4.45	15.1	B*	Eat 501F	S.S.	D-G	.....	Fir	2060
Rugby Fast Mail	975	110	B29x5.00	B29x5.00	Con	6-2 7/8x4 3/4	19.8	L	PC	Non	Fed	Til	V	A-L	A-L	P. Own	Own	U	3	Spi	Own	S	1/2	4.45	14.8	E*	Own	Own	Own	Hay	Hay	1760
Stewart Buddy	895	118	B 30x5.25	B30x5.25	Con	6-2 7/8x4 3/4	19.8	L	PC	Non	Own	Str	G	D-R	D-R	D. Own	Own	U	3	Spi	Own	B	1/2	4.8	30.0	A	Own	Own	Gem	Own	Fir	2250
Studebaker	925	113	B 32x6.00	B32x6.00	Own	6-3 3/8x4 1/2	27.3	L	PC	Non	Lon	Str	O	D-R	D-R	P. Lon	Own	U	3	Spi	Own	S	1/2	4.6	14.9	G*	Own	Own	Ros	Kel	Fir	2590
Velie	1165	112	B30x5.25	B30x5.25	Own	6-3 11/16x4 1/4	24.4	H	FP	.....	.....	Str	V	A-L	A-L	P. B&B	Roc	U	3	Cle	Own	S	1/2	4.9	.....	F	Own	Mar	Ros	Mot	Jax	2352
1 Ton																																
Acme 14	....	120	P 30x5	P 30x5	Con H8	4-3 3/8x4 1/4	18.2	L	PC	Non	Per	Til	V	A-L	A-L	P. B&B	M.M.	U	3	M.M	Sal 1595E	S	1/2	6.1	18.73	B*	Sal SK267	Det	Ros	Bim	Fir	2000
Acme 16	....	120	P 30x5	P 30x5	Con 20L	6-2 3/4x4 3/4	18.2	L	PC	Non	Per	Til	V	A-L	A-L	P. B&B	M.M.	U	3	M.M	Sal 1595E	S	1/2	6.1	18.73	B*	Sal SK267	Det	Ros	Bim	Fir	2100
Acorn 20P	1185	132	B 32x6.00	B 32x6.00	Con 15C	6-3 3/8x4 5/8	27.3	L	PC	Non	Chi	Zen	G	A-L	A-L	D. Ful	Ful DU10	U	3	Spi	.....	B	1/2	4.5	.....	.....	.....	Tut	Lav	.....	.....	3500
Biederman	....	138	P 30x5	P 30x5	Con 8R	6-3 3/8x4 1/2	27.3	L	PC	Non	Own	Zen	G	Del	A-L	D. B-L	B-L 31	U	3	Spi	Cla	B	1/2	5.5	27.	A†	Shu	Mat	Ros	Cla	Fir	3200
Chevrolet Cap	495	124	P 30x5	P 30x5	Own Cap	4-3 1/16x4	21.7	H	PS	Non	Har	Car	V	D-R	D-R	P. Own	Own Cap.	U	3	Own	Own Cap.	S	1/2	5.43	18.03	A*	Own Cap.	S.S	Own	Jax	Jax	2060
§Chicago AX	....	121 1/2	P 32x6	P 32x6	Wau XA	4-3 1/2x4 1/2	19.6	L	PC	Non	Chi	Zen	G	A-L	A-L	D. B-L	B-L 20 B	U	3	Pet	Tim 5260	B	1/2	5.71	19.07	A	Tim 11600	Mat	Ros	Smi	Fir	2850
Clydesdale 16	....	140	P 34x5	P 34x5	Con S4	4-4 1/4x4 1/2	28.9	L	FP	Non	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 31	U	3	Spi	Tim 5620	B*	F	6.43	30.86	A	Tim 1250	Per	Ros	St.M	Fir	3450
Commerce 8A	....	130	P 30x5	P 30x5	Con 11U	6-3 1/4x4 5/8	25.3	L	PC	Non	Lon	Zen	V	D-R	D-R	P. Lon	Cov JUH	U	3	Blo	Cla B365	B	1/2	5.66	20.5	A	Shu 310	Bea	Ros	Smi	Fir	2900
Concord K	1750	130	P 30x5	P 30x5	Bud WTU	4-3 3/4x5 1/8	22.5	L	PC	Non	Own	Zen	V	A-L	A-L	D. Cov	Cov JUC	U	3	Blo	Col 54008	B	1/2	5.1	18.46	A	Col 5307	Bea	Ros	St.M	Fir	2900
Corbitt 20	....	132	P 30x5	P 30x5	Con 31L	6-2 7/8x4 3/4	19.8	L	FP	Non	MeC	Zen	V	D-R	D-R	D. B-L	B-L	U	3	Spi	Tim 5260	A*	1/2	6.14	20.45	A	Eat 750	Mat	Ros	Smi	Fir	3025
Day-Elder M	1345	131	P 30x5	P 30x5	Con 16C	6-3 3/8x4 5/8	27.3	L	PC	Non	G&O	Zen	V	D-R	D-R	D. Ful	Ful DU10	U	3	Spi	Col 35006	B	1/2	5.57	23.9	A	Col 1631	Bea	Ros	Cla	.....	3100
Denby 41	....	128	P 34x5	P 34x5	Her O	4-4x5	25.6	L	PC	.....	Lon	Zen	G	A-L	A-L	D. Ful	Ful	U	3	U-P	Col 54005	S	1/2	5.8	23.2	..	Con	Det	Ros	St.M	Fir	3315
Diamond T76	....	130	P 30x5	P 30x5	Her OX	4-4x5	25.6	L	PC	Non	G&O	Zen	G	Apo	A-L†	D. Cov	Cov JUC	U	3	Spi	Col 54005	B	1/2	5.12	18.6	A*	Col 5306	Mat	Ros	Smi	Fir	3240
Diamond T150	....	127 1/2	P 30x5	P 30x5	Con 18E	6-3 3/8x4	27.3	L	PC	Non	G&O	Zen	G	A-L	A-L	D. Cov	Cov	U	3	Spi	Col	S	1/2	5.12	18.6	G†	Col 3440	Mat	Ros	.....	Fir	.....
§Eagle 10	....	130°	P 30x5	P 30x5	Lyc CT	4-3 3/4x5	22.5	L	PC	Non	Own	Zen	G	A-L	A-L	D. Cov	Cov JUC	U	3	Pet	Col 350-3	B	1/2	5.12	18.8	A*	Col 1631	Cha	Ros	Smi	Fir	3000
Federal F6	....	124	P 30x5	P 30x5	Con 30L	6-2 7/8x4 3/4	19.8	L	PC	Non	Lon	Zen	V	D-R	D-R	P. B&B	Own	U	3	Pet	Tim 5260	B	1/2	5.85	22.3	A	Own	Mat	Gem	M.M.	Fir	2500
Federal Scout	....	124	P 30x5	P 30x5	Wau X	4-3 1/2x4 1/2	19.6	L	PC	Non	Lon	Zen	..	D-R	D-R	P. Lon	Own	U	3	Pet	Tim 5260	B	1/2	5.85	22.3	A	Own	Mat	Gem	M.M.	Fir	2400
Fisher Jr. Express	....	140	P 30x5	P 30x5	Con 31L	6-2 7/8x4 3/4	19.8	L	FP	Non	Per	Ste	V	A-L	A-L	. Lon	M.M L U	U	3	Blo	Sal F	S	1/2	6.1	.....	A*	Sal F	Det	Ros	Smi	.....	2500
Garford 20	....	136	P 30x5	P 30x5	Bud WTU	4-3 3/4x5 1/8	22.5	L	PC	Non	Lon	Zen	V	A-L	A-L	P. B&B	Mun	U	3	Spi	Col	S	F	5.1	20.4	A	Col	Per	Han	Day	Fir	3300
Garford 20-6	....	136	P 30x5	P 30x5	Bud HS6	6-3 5/8x4 1/2	27.3	L	PC	Non	Lon	Zen	V	A-L	A-L	P. B&B	Mun	U	3	Spi	Col	S	F	5.1	20.4	A	Col	Per	Han	Day	Fir	3350
General Motors T-19	745	126 1/2	P 30x5	P 30x5	Pontiac	6-3 1/4x3 3/4	25.3	L	PC	Non	Lon	Car	P	D-R	D-R	.....	Own	U	3	Own	Own	B	1/2	5.43	37.33	E*	Own	.....	Jac	.....	.....	2525
General Motors T-20	1095	132°	P 30x5	P 30x5	Buick Std.	6-3 1/16x4 1/2	23.4	H	PC	K-P	Lon	Mar	V	D-R	D-R	D. Own	Mun	U	3	U-M	Tim 5260	B	1/2	5.57	22.28	A*	Tim 11600	Arm	Ros	M. M	Kel	2900
Gotfredson 20 B	....	131°	P 30x5	P 30x5	Bud WTU	4-3 3/4x5 1/8	22.5	L	PC	Non	MeC	Zen	V	D-R	D-R	P. B&B	B-L 20B	U	3	Spi	Cla B365	B	1/2	5.66	18.9	B	Shu 5400	Det	Ros	Van	Fir	3000
Gramm 263N	1485	131°	P 30x5	P 32x6	Lyc S	6-3 1/4x4 1/2	25.3	L	PC	Non	Own	Zen	G	A-L	A-L	D. Cov	Cov	U	3	Blo	Eat 1002	S	1/2	5.33	21.3	A*	Col 5300	Mat	Ros	Smi	Fir	3585
Gramm-Bernstein 10	....	129	P 30x5	P 30x5	Lyc CT	4-3 3/4x5	22.5	L	PC	Non	Own	Zen	G	A-L	A-L	D. Mun	Mun T23	U	3	Pic	Sal A	B	3/4	5.85	23.08	B*	Sal D	Per	Ros	Ind	Fir	3020
Hahn SJ4	....	138	P 30x5	P 30x5	Her O	4-4x5	25.6	L	PC	Non	G&O	Zen	V	A-L	A-L	D. B-L	B-L 30	U	2	Pet	Eat 1002	S	1/2	5.33	21.8	A	Eat 750	Mat	Ros	Van	Fir	3100
Hahn SJ6	....	138	P 30x5	P 30x5	Bud HS6	6-3 5/8x4 1/2	27.3	L	PC	Non	G&O	Zen	V	A-L	A-L	D. B-L	B-L 30	U	3	Pet	Eat 1002	S	1/2	5.33	21.8	A	Eat 750	Mat	Ros	Van	Fir	3200
Indiana 200	....	137	P 30x5	P30x5	Wis F	6-3 1/4x4 1/4	25.3	H	PC	Non	Lon	Zen	V	A-L	A-L	P. B&B	B-L 20A	U	3	Spi	Col 36000	B	1/2	4.7	19.9	G*	Col 16000	Eat	Ros	.....	Fir	3100
Int. Harv'te 6 Sp. Spec.	....	124	P 30x5	P 30x5	Wau XA	4-3 1/2x4 1/2	19.6	L	PC	Non	Lon	Zen	G	D-R	D-R	. Roc	M.M.	U	3	M.M.	Eat 1124*	S	1/2	5.33	52.7	B	Eat 501 F	S.S.	D-G	.....	Fir	2275
King Zeitler 22A	....	131	P 30x5	P 30x5	Con 31L	6-2 7/8x4 3/4	19.8	L	PC	Non	Chi	Zen	G	A-L	A-L	D. B-L	B-L 20	U	3	Blo	Tim 5260	S	1/2	6.83	22.8	A*	Shu 5400	Tut	Ros	Bim	Fir	3000
Kissel	....	140	P 34x5	P 34x5	Own	4-3 7/8x5 1/2	24.1	L	SP	Non	MeC	Str	V	D-R	D-R	D. W-L	W-G T38L	U	3	Spi	Tim 6258	W	F	5.16	18.88	A*	Tim 1452	Mat	Ros	Bim	Fir	3780
Kleiber	1450	136	P 30x5	P 30x5	Con	6-3 3/8x4	27.3	L	PC	Non	Own	Str	G	D-R	D-R	D. B-L	B-L 20	U	3	Spi	Tim 5260	B	1/2	5.36	.....	B†	Tim 12307	Bet	Ros	Smi	Fir	3000

Key of abbreviation, page 48

Trade Name and Model	General				Engine								Electrical System		Clutch	Gearset				Rear Axle		Gear Ratios									
	Chassis Price	Standard Wheelbase (inches)	Tire Size Front (inches)	Tire Size Rear (inches)	Make and Model	Number of Cylinders Bore and Stroke	N.A.C.C. Rated H.P.	Valve Arrangement	Oiling System	Governor (Make)	Radiator (Make)	Fuel System Carburetor (Make)	Fuel System Fuel Feed	Ignition System (Make)	Generator and Starter (Make)	Type and Make	Make and Model	Location	No. of Forward Speeds	Universals (Make)	Make and Model	Final Drive	Type	Total Reduction in High	Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
1 Ton—Cont'd																															
Larrabee A3	....	133	P 30x5	P 30x5	Con 11U	6-3 1/4x4 5/8	25.3	L	PC	Non	Fed	Zen	G	D-R	D-R	D. B-L	B-L	U	3	Spi	Col 1600	B	1/2	5.10	17.1	...	Col 35000	Eat	Ros	Sml	Fir	3100
Luedinghaus	....	130	P 30x5	P 30x5	Wau V	4-4x5	25.6	L	PC	Non	Own	Zen	G	Eis	A-L	D Ful	Ful SU10	U	3	.....	Wis 800G	W	1/4	.....	.....	A*	Shu 5410	...	Ros	Smi	Fir	2850
Menominee	1650	132	P 30x5	P 30x5	Wis SU	4-4x5	25.6	H	PC	Non	Per	Zen	V	Eis	A-L	P. B&B	D-G KL400	U	3	Blo	Col 54000	S	3/4	4.58	18.3	A	Col 5400	Tut	Ros	Van	Fir	3250
Reo DA	995	123	P 30x5	P 30x5	Con 16E	6-3 3/8x4	27.3	L	PC	Non	Har	Sch	V	N-E	N-E	P. B&B	W-G	A	3	Pet	Sal	S	1/2	5.22	18.47	E†	Sal	Std	Ros	Mot	Fir	2755
Reo DC	1075	138	P 30x5	P 30x5	Con 16E	6-3 3/8x4	27.3	L	PC	Non	Har	Sch	V	N-E	N-E	P. B&B	W-G	A	3	Pet	Sal	S	1/2	5.22	18.47	E†	Sal	Std	Ros	Mot	Fir	2850
Rugby Exp	975	128	P 30x5	P 30x5	Con	6-2 3/4x4 3/4	18.2	L	PC	Non	Fed	Til	V	A-L	A-L	P. Own	Own	A	4	Spi	Sal	S	1/2	5.39	22.4	E*	Sal	Own	Gem	Bim	Bim	2510
Sandow G	....	120	S 33x5	S 33x5	Her OX	4.4x5	25.6	L	PS	Non	Chi	Str	G	Eis	Non	D. Ful	Ful TU1 1/4	U	3	Spi	She	W	...	5.5	23.4	A	Shu 310	....	Ros	Opt	Fir	3000
Sandow GA	....	130	S 32x6	S 32x6	Her OX	4.4x5	25.6	L	PC	Non	Own	Str	G	Bos-A	A-L	D. Ful	Ful TU1 1/4	U	3	Spi	She	S	1/2	5.5	15.6	A	She 310	Mar	Lav	Dis	Fir	3000
Selden 17	....	142	P 30x5	P 30x5	Con 18E	6-3 3/8x4	27.3	L	PC	Non	Own	Str	V	D-R	D-R	P. B&B	W-G	U	3	Blo	Col	B	1/2	5.1	.....	A	Col	.....	Ros	.....	Fir	3750
Service 25H	....	146	P 32x6	P 32x6	Bud WTU	4-3 3/4x5 1/8	22.5	L	PC	Non	Own	Zen	V	D-R	D-R	P. B&B	B-L 31	U	3	M-E	Tim 5620	B	F	6.42	30.8	A	Shu 310-20	She	Ros	Smi	Fir	3900
Stewart Buddy	995	128	P 30x5	P 30x5	Con	6-2 7/8x4 3/4	19.8	L	PC	Non	Fed	Str	G	D-R	D-R	D. W-G	W-G	U	3	Spi	Sal	B	1/2	5.57	17.1	G	Own	Det	Gem	Cla	Fir	2625
Unite i 16	....	122 1/2	P 32x4 1/2	P 32x4 1/2	Wau X	4-3 1/2x4 1/2	19 6	L	PC	Non	Per	Zen	G	A-L	A-L	P. B&B	W-G	U	3	Blo	Cla B365	B	1/2	5.66	17.63	B*	Shu 5400	Det	Ros	Van	Fir	2400
Unite i iC	....	120	P 32x4 1/2	P 32x4 1/2	Con 20L	6-2 3/4x4 3/4	18.2	L	PC	Non	Per	Til	V	A-L	A-L	P. B&B	W-G	U	3	Blo	Cla B-365	B	1/2	5.66	17.63	B*	Shu 5400	Det	Ros	Van	Fir	2500
Unite 1 iC	....	120	P 32x4 1/2	P 32x4 1/2	Con 20L	6-2 3/4x4 3/4	18.2	L	PC	Non	Per	Til	V	A-L	A-L	D. B-L	B-L 30	U	3	Spi	Tim 5511	B	1/2	6.25	30 0	A	Shu 350	...	Lav	Sch	Fir	3400
§U. S. U	1850	138	P 34x5	P 34x5	Bud WTU	4 3/4-3x5 1/2	22.5	L	PC	Non	Own	Str	V	A-L	A-L	D. B-L	B-L 31	U	3	Blo	Cla B-501	B	1/2	6.25	30 0	A	Shu 350	...	Lav	Sch	Fir	3400
Wachusett S	....	152	S 34x5	S 34x5	Con 8R	6-3 5/8x4 1/2	27.3	L	PC	Non	G&O	Zen	V	Bos-A	Bos-A	D. B-L	B-L 30	U	3	Spi	Tim 5511	W	3/4	5.5	22.5	...	Tim 1250	Sav	Ros	Smi	Fir	3300
White 15 B	1545	133 1/2°	P 30x5	P 30x5	Own GKA	4-3 3/4x5 1/8	22.5	L	PG	Non	Own	Zen	V	L-N	L-N	P. Own	Own 15	A	4	Spi	Own 15B	S	1/2	5 36	18 6	A*	Own 15	Own	Own	Own	Fir	3242
Willys Knight T-100	....	130	P 30x5	P 30x5	Own	6-2 11/16x3 7/8	20.7	X	FP	Non	Own	Til	V	A-L	A-L	P. B&B	Own	U	3	M.M.	Tim 5260	S	1/2	6.14	26.22	E*	Own	Mat	Own	M.M	Hay	2700
1¼ Ton																															
Acme 24	....	136	P 30x5	P 30x5	Con S4	4-4 1/4x4 1/2	28.9	L	FP	Non	Per	Zen	V	A-L	A-L	D. Ful	Ful SU12	U	3	Blo	Col 54010	S	F	5.85	23.4	A*	Col 5303	Det	Ros	Smi	Fir	3450
Atterbury 26B	....	132	P 30x5	P 30x5	Lyc S	6-3 1/4x4 1/2	25.3	L	PC	Non	Fed	Zen	G	A-L	A-L	D. B-L	B-L	U	3	Blo	Cla	B	1/2	5.6	18 7	A*	Shu	She	Gem	Bim	Fir	3470
Biederman	...	154	P 32x6	P 32x6	Con 8R	6-3 3/8x4 1/4	27.3	L	PC	Han	Own	Zen	G	D-R	A-L	D. B-L	B-L 31	U	3	Spi	Cla	B	1/2	7.2	35.0	A*	Shu	Mat	Ros	StM	Non	3600
Brockway Junior	...	130	P 30x5	P 30x5	Wis C	4-3 5/8x5	22 5	L	PC	Non	G&O	Zen	V	A-L	A-L	P. B&B	B-L 20	U	3	Spi	Col 36001	B	1/2	5.12	20.84	G*	Col 3204	Row	Ros	Mel	Fir	3100
Clinton 20B	...	153	P 30x5	P 30x5	Wau V	4-4x5	25.6	L	PC	Non	Own	Zen	V	Spi	D-R	D. B-L	B-L 31	U	3	Blo	Cla B501	B	1/2	6.28	29.5	A*	Shu 5405	Row	Ros	Van	Fir	3750
Clydesdale 10A	....	154°	P 34x5	P 34x5	Con S4	4-4 1/4x4 1/2	28.9	L	FP	Non	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 31	U	3	Spi	Tim 6258	W	1/2	6 75	32.4	A*	Tim 1250	Per	Ros	Smi	Fir	3250
Concord KX6	....	160	P 32x6	P 32x6	Bud HS6	6-3 5/8x4 1/2	27.3	L	PC	Non	Own	Zen	V	A-L	A-L	D. Cov	Cov JUC	U	3	Blo	Col 54008	S	F	5.1	18 46	A	Col 5307	Bea	Ros	St M	Fir	3500
Corbitt 620	....	135	P 30x5	P 30x5	Con 18E	6-3 3/8x4	27.3	L	PC	Non	Per	Zen	V	D-R	D-R	D. B-L	B-L 20	U	4	Spi	Tim 5260H	S	1/2	5.57	22.86	G†	Tim 11703H	Mat	Ros	.....	Fir	3350
Defiance F1	...	130	P 30x5	P 30x5	Con 18E	6-3 3/8x4	27.3	...	PC	Non	.....	Zen	...	A-L	A-L	Ful	Ful DU 10	U	3	Har	Col 35008	B	...	5 57	.....	A*	Shu 350	.....	Gem	Bim	Fir	2950
Diamond T77	....	138 1/2°	P 30x5	P 30x5	Her WXA	6-3 3/8x4 1/2	27.3	L	PC	Non	G&O	Zen	G	A-L	A-L	D. Cov	Cov	U	3	Spi	Col	S	1/2	5.12	18.6	G†	Col	Mat	Ros	.....	Fir	3540
Graham Brothers...BE	995	130	P 30x5	P 30x5	Dodge	6-3 3/8x3 7/8	27.3	L	PC	Non	Fed	Ste	V	N-E	N-E	P.B&B	W-G	U	4	U-P	Own	S	1/2	5.1	23.76	G	Own	Det	Ros	Cla	Fir	2920
Graham Brothers, BEW	....	130	P 33x5	P 33x5	Dodge	6-3 3/8x3 7/8	27.3	L	PC	Non	Fed	Ste	V	N-E	N-E	P.B&B	W-G	U	3	U-P	Own	S	1/2	5.67	26.40	G	Own	Det	Ros	St M	Fir	....
Graham Brothers.. IE	1065	140	P 30x5	P 30x5	Dodge	6-3 3/8x3 7/8	27.3	L	PC	Non	Fed	Ste	V	N-E	N-E	P. B&B	W-G	U	3	U-P	Own	S	1/2	5.1	23.76	G	Own	Det	Ros	Cla	Fir	2955
Graham Brothers..IEW	....	140	P 33x5	P 33x5	Dodge	6-3 3/8x3 7/8	27.3	L	PC	Non	Fed	Ste	V	N-E	N-E	P. B&B	W-G	U	3	U-P	Own	S	1/2	5.67	26.40	G	Own	Det	Ros	StM	Fir	....
Gramm 263 N	1485	133°	P 30x5	P 32x6	Lyc S	6-3 1/4x4 1/2	25.3	L	PC	Non	Own	Zen	G	A-L	A-L	D. Cov	Cov	U	3	Blo	Est 1002	S	1/2	5.33	21.3	A*	Col 5300	Mat	Ros	Smi	Fir	3585
Gramm-Bernstein 01	....	129	P 30x5	P 30x5	Lyc CT	4-3 3/4x5	22.5	L	PC	Non	Own	Zen	G	A-L	A-L	D. Mun	Mun T23	U	3	Pie	Sal A	B	3/4	5.85	23.4	B*	Sal D	Per	Ros	Ind	Fir	3020
Indiana 11X	....	120	P 30x5	P 30x5	Her OX	4-4x5	25.6	L	PC	Non	MeC	Str	G	A-L	A-L	P. B-L	B-L 31	U	3	Spi	Cla B365	S	1/2	5.1	24.48	A	Shu 5405	Bea	Ros	Cla	Fir	3300
Indiana 11	....	129 1/2°	P 30x5	P 30x5	Her OX	4-4x5	25 6	L	PC	Non	MeC	Str	G	A-L	A-L	P. B&B	B-L 31	U	3	Spi	Cla B365	S	1/2	5.1	24.48	A	Shu 5405	Bea	Ros	Cla	Fir	3300
Indiana 611	....	133°	P 30x5	P 30x5	Con 15C	6-3 3/8x4 5/8	27.3	L	PC	Non	MeC	Str	G	A-L	A-L	P. B&B	B-L 31	U	3	Spi	Cla B365	B	1/2	5.1	24.48	A	Shu 5405	Bea	Ros	Cla	Fir	3675
Int. Harvester S-24	....	130	P 32x4 1/2	P 32x4 1/2	Lyc CT	4-3 3/4x5	22.5	L	PC	Non	Lon	Zen	G	D-R	D-R	P. Lon	Own	U	3	M. M	Eat	S	1/2	5.33	21.3	A*	Own	S.S.	CAS	.....	Fir	3050
Int. Harvester S-26	....	130	P 32x4 1/2	P 32x4 1/2	Lyc 4SL	6-3 1/4x4 1/2	25.3	L	PC	Non	Lon	Zen	G	D-R	D-R	P Lon	Own	U	3	M. M	Eat	S	1/2	5.33	21.3	A*	Own	S.S.	CAS	.....	Fir	3090
Maccar 36	....	140	P 30x5	P 30x5	Bud HS	6-3 3/8x4 1/2	27.3	L	PC	Non	Lon	Zen	V	D-R	D-R	D. B-L	B-L 31	U	3	Spi	Eat 1002	B	1/2	5.66	27.2	A*	Shu 5405	Row	Ros	Van	Fir	3700
Master 11	....	132	P 35x5	P 35x5	Bud WTU	4-3 3/4x5 1/8	22.5	L	PC	Non	Chi	Zen	G	Bos-A	Bos-A	D. Ful	Ful SU	U	3	Spi	Cla	S	1/2	5.5	22.0	A	Tim	Det	Ros	StM	Fir	3000
Republic 75-6	....	128 1/2	P 35x5	P 30x5	Lyc 4SL	6-3 1/4x4 1/2	25.3	L	PC	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	U	3	U-M	Eat	B	1/2	5.33	21.3	A*	Eat	Mat	Han	Van	Fir	3150
Republic 75	....	124°	P 30x5	P 30x5	Lyc CT	4-3 3/4x5	22.5	L	PC	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	U	3	U-M	Eat	B	1/2	5.33	21.3	A*	Eat	Mat	Han	Van	Fir	3000
Selden Pacemaker 25	....	142°	S 30x5	S 30x5	Con S4	4-4 1/4x4 1/2	28.9	L	PC	Non	Own	Str	G	D-R	D-R	D. B-L	B-L 31	U	3	.....	Cla	B	1/2	.....	.....	A	Shu	.....	Ros	Van	....	4300
Selden Pacemakes 27	....	142°	S 30x5	S 30x5	Con C15	6-3 3/8x4 5/8	27.3	L	PC	Non	Own	Str	G	D-R	D-R	D. B-L	B-L 31	U	3	.....	Cla	B	1/2	.....	.....	A	Shu	.....	Ros	Van	....	4300
Stewart 16	1295	130	P 32x6	P 32x6	Lyc CT	4-3 3/4x5	22.5	L	FP	Non	Own	Str	G	D-R	D-R‡	D. Ful	Ful SU-1	U	3	Spi	Cla B-365	B	3/4	5.10	24.0	G	Col 3008	Det	Gem	Ind	Fir	2680
Stewart 16X	1295	130	P 32x6	P 32x6	Lyc	6-3 1/4x4 1/2	25.3	L	FP	Non	Own	Str	G	D-R	D-R	D. Wul	Ful	U	3	.....	Cla	B	1/2	5.1	24 0	G	.....	.....	Gem	...	Fir	2800
United 20	....	128	P 30x5	P 30x5	Her OX	4-4x5	25.6	L	PC	Non	Per	Zen	G	A-L	A-L	D. B-L	B-L 20B	U	3	Bio	Cla B-365	B	1/2	5.66	17.0	A	Shu 5400	Det	Ros	Van	Fir	2900
United 20C6	....	128	P 30x5	P 30x5	Con 12C	6-3 1/4x4 5/8	25.3	L	PC	Non	Per	Zen	V	A-L	A-L	D. B-L	B-L 20B	U	3	Blo	Cla B-365	B	1/2	5.66	17.0	A	Shu 5400	Det	Ros	Van	Fir	2900
Victor 25	....	131	P 30x5	P 30x5	Con	6-2 7/8x4 3/4	19.8	L	PC	Non	Lon	Zen	V	A-L	A-L	D. Cov	Cov JUC	U	3	Pie	Col 54000	S	3/4	5.1	20.4	B	Col 5410	Mar	Ros	.....	Fir	3000
White 57	2725	146°	P 32x6	P 32x6	Own GRC	4-4x5 3/4	25.6	L	FP	Own	Own	Zen	V	L-N	L-N	P. Own	Own GRBB	U	4	Spi	Own 57	S	1/2	4.67	19.3	A*	Own 57	Own	Own	Own	Fir	3774
Woods 20B6	....	129	P 30x5	P 30x5	Con 31L	6-2 7/8x4 3/4	19.8	L	PC	Non	Per	Zen	V	D-R	D-R	D. B-L	B-L	U	3	Blo	Tim	S	1/2	5.57	.....	A*	Shu	Tut	Ros	Bim	Fir	3050
1½ Ton																															
§Acme 36	....	136	P 32x6	P 32x6	Con 8R	6-3 3/8x4 1/2	27.3	L	PC	Non	Per	Zen	V	A-L	A-L	D. Ful	Ful SU12	U	3	Blo	Tim 5620	B	F	6.43	25.7	A	Tim 1460	Det	Ros	Sml	Fir	3600
Acorn 30	2300	144	S 34x4	S 34x6	Con S4	4-4 1/4x4 1/2	28.9	L	PC	Non	Chi	Zen	G	A-L	....	D. Ful	Ful SU 12	U	3	Spi	Cla B720	S	1/2	Opt	Opt	A	Shu 250	Tut	Ros	.....	.....	4400
Acorn 30-P	2300	144	P 30x5	DP30x5	Con 15C	6-3 3/8x4 5/8	27.3	L	PC	Non	Chi	Zen	G	A-L	A-L	D. Ful	Ful SU 12	U	3	Spi	Cla B365	S	1/2	Opt	Opt	A	Shu 350	Tut	Ros	.....	.....	.....
Amer. LaFrance Chief	2850	Opt.	P 32x6	DP32x6	Bud DW6	6-3 3/4x5	33.7	L	PC	Bud	G&O	Zen	V	D-R	D-R	P. B&B	Ful G7	A	4	Spi	Tim 63702	W	F	6 5	31.2	E*	Tim 14703	Mat	Ros	Van	Fir	5600
§Armleder 30	....	148°	S 34x4‡	S 34x6‡	Her OX	4-4x5	25.6	L	PC	Non	Lon	Zen	V	Bos-A	A-L	D. B-L	B-L	U	4	Spi	Tim	W	1/2	7.25	39 0	A*	Tim	Mar	Ros	Smi	Fir	4400
Armleder 30B	....	150°	S 34x4‡	S 34x6‡	Bud KBU-I	4-4x5 1/4	25.6	L	PC	Non	Lon	Zen	V	Bos-A	A-L	D. B-L	B-L	U	4	Spi	Tim	W	1/2	7.25	39.0	A*	Tim	Mar	Ros	Smi	Fir	4400
Armleder 30-6	....	153°	S 34x4‡	S 34x6‡	Bud HS6	6-3 3/8x4 1/2	27 3	L	PC	Non	Lon	Zen	V	A-L	A-L	D. B-L	B-L	U	4	Spi	Tim	W	1/2	7.25	39.0	A*	Tim	Mar	Ros	Smi	Fir	4500
Atterbury 26G4	....	145	P 30x5	DP30x5	Lyc C4	4-4x5	25 6	...	PC	Non	Fed	Zen	G	A-L	A-L	D. B-L	B-L	U	4	Spi	Tim	B	F	6 4	21 4	A*	Shu	She	Gem	Van	Fir	3900
Atterbury 26G6	....	145	P 30x5	DP30x5	Lyc 4S	6-3 1/4x4 1/2	25.3	...	PC	Non	Fed	Zen	G	A-L	A-L	D. B-L	B-L	U	4	Spi	Tim	B	F	6 4	21 4	A*	Shu	She	Gem	Van	Fir	3900
Autocar A	.	142°	P 32x6	P 32x6	Own A	4-4x5 1/2	25.6	L	SP	Non	G&O	Str	V	L-N	L-N	P. Lon	B-L 31	U	3	Spi	Tim 5623-BX	S	F	6.43	30.62	E*	Tim 14703BX	S. P	Han	.....	.....	3900

Biederman	....	166°	S 34x5	S 34x8	Con 8R	6-3⅜x4½	27.3	L	PC	Non	Own	Zen	G	D-R	D-R	D. B-L	B-L 31	U	3	Spl	Tim	W	½	7.75	38.0	A*	Shu	Mat	Ros	StM	Non	4600
Brockway CJB	....	142	P 32x6	P 32x6	Wis C	4-3¾x5	22.5	L	PC	Non	G&O	Zen	V	A-L	A-L	P. B&B	B-L 20	U	3	Spi	Col 36001	B	½	5.12	20.84	G*	Col 3704	Row	Ros	Mel	Fir	3200
Brockway E	....	147½°	P 32x6	P 32x6	Wis SU	4-4x5	25.6	H	PC	Non	G&O	Zen	V	L-N	L-N	D. B-L	B-L 30	U	3	Spl	Co 55001	B	F	5.12	20.84	G*	Col 5401	Row	Ros	Me	Fir	3870
Chicago 15V	....	142⅞°	P 32x6	P 32x6	Wau V	4-4x5	25.6	L	PC	Non	Chi	Zen	G	Apo	A-L‡	D. B-L	B-L 31	U	3	Pet	Tim 5620	B	F	5.37	25.8	A	Tim 12300	Mat	Ros	Sml	Fir	3720
Clinton 32	....	153	P 32x6	P 32x6	Wau V	4-4x5	25.6	L	PC	Non	Own	Zen	V	Spl	D-R	D. B-L	B-L 31	U	3	Blo	Cla 501	B	½	6.28	29.5	A*	Shu 5405	Row	Ros	Van	Fir	3950
Clydesdale 12	....	152	P 32x6	P 32x6	Con 8R	6-3⅜x4½	27.3	L	PC	Non	Own	Str	V	Bos-A	Bos-A	D. B-L	B-L 31	U	3	Spl	Tim 6258	W	½	6.75	32.4	A*	Tim 1250	Per	Ros	Sml	Fir	3600
Clydesdale 14	....	174	P 32x6	P 32x6	Con 8R	6-3⅜x4½	27.3	L	PC	Non	Own	Str	V	Bos-A	Bos-A	D. B-L	B-L 31	U	3	Spl	Tim 6258	W	½	6.75	32.4	A*	Tim 1250	Per	Ros	Sml	Fir	3700
§Commerce Super 11	....	142°	P 34x5	P 36x6	Con S4	4-4¼x4½	28.9	L	FP	Non	Lon	Zen	V	Bos-A	D-R	D. Ful	Ful SU12	U	3	Blo	Cla B501	S	½	6.28	25.1	A	Shu 350	Bea	Ros	Sml	Fir	3700
Commerce SD11	....	118	P 32x6	P 34x7	Con S4	4-4¼x4½	28.9	L	FP	Non	Lon	Zen	V	Bos-A	Non	D. Ful	Ful SU12	U	3	Blo	Cla B600	S	½	7.00	33.6	A	Shu 350	Bea	Ros	Smi	Fir	3440
Corbitt 630	....	144	P 32x6	P 32x6	Con 15C	6-3⅜x4⅝	27.3	L	FP	Non	Per	Zen	V	D-R	D-R	D. B-L	B-L 31	U	3	Spi	Tim 5622H	S	F	4.8	16.0	G†	Tim 12703H	Mat	Ros	....	Fir	3850
Day-Elder G	....	148	P 30x5	P 32x6	Con 16C	6-3¼x4⅝	25.3	L	PC	Non	Bus	Zen	V	D-R	D-R*	D. Ful	Ful DU10	U	3	Spl	Tim 5620	B	F	6.83	29.3	A	Tim 12300	Bea	Ros	Van	Fir	3900
Defiance FT1	....	145	P 32x6	DP22x6	Con 15C	6-3⅜x4⅝	27.3	...	PC	Non	Chi	Zen	...	A-L	A-L	D. Ful	Ful KU	...	4	Spi	Cla B501	B	½	6.24	40.5	A*	Shu 350	...	Ros	Van	Fir	3800
Denby 41A	....	128	P 34x5	P 36x6	Her O	4-4x5	25.6	L	PC	.....	Chi	Zen	G	......	D-R	D. Ful	Dur	U	3	U-P	Col	S	¾	5.8	23.2		Con	Det	Ros	StM	Fir	3365
Diamond T3	....	144	S 34x4	S 34x7	Her OX	4-4x5	25.6	L	PC	Non	G&O	Str	G	Apo	A-L‡	D. Cov	Cov JUC	U	3	Spl	Tim 64600D	W	½	7.25	26.3	A*	Shu 510	Mat	Ros	Day	...	5250
Douglas	....	150°	P 30x5	P 32x6	Bud WTU	4-3¾x5⅛	22.5	L	PC	Non	Own	Zen	V	Bos-R	N-E	D. Ful	Ful	U	3	Blo	Wis 4627	R	F	6.57	....	A*	Shu 510	Tut	Ros	Van	Fir	3950
Douglas	....	150°	P 30x5	P 32x6	Bud HS6	6-3⅜x4½	27.3	L	PC	Non	Own	Zen	V	Bos-R	N-E	D. Ful	Ful	U	3	Blo	Wis 4627	R	F	6.57		A*	Shu 510	Tut	Ros	Van	Fir	4100
Douglas	....	116	P 30x5	DP 30x5	Bud WTU	4-3¾x5⅛	22.5	L	PC	Non	Own	Zen	V	Bos-R	Non	D. Ful	Ful	U	3	Blo	Wis 4627	R	F	6.57		A*	Shu 510	Tut	Ros	Van	Fir	3900
Duplex GF	....	142	P 32x6	P 34x7	Bud WTU	4-3¾x5⅛	22.5	L	PS	Non	Mod	Zen	V	A-L	A-L	D. B-L	B-L	U	3	Pet	Tim 64600	W	½	6.50	34.8	A*	Shu 5410	Pen	Ros	Smi	Fir	3800
Duplex GS	....	142	P 32x6	P 34x7	Bud HS6	6-3⅜x4½	27.3	L	FP	Non	Mod	Zen	V	A-L	A-L	D. B-L	B-L	U	3	Pet	Tim 64600	W	½	6.50	34.8	A*	Shu 5410	Pen	Ros	Smi	Fir	3900
Fageol 130	1925	156°	P 30x5	DP30x5	Wau V	4-4x5	25.6	L	PC	Wau	Own	Zen	V	Bos-R	D-R	D. B-L	B-L 31	U	3	Spi	Tim 5620	B	F	4.62	22.2	G*	Tim 12300	U.S.	Ros	Cal	....	4500
Federal A6	....	151	P 32x6	P 34x7	Con 16C	6-3⅜x4⅝	27.3	L	PC	Non	Lon	Zen	V	D-R	D-R	P. B&B	Own	A	4	Pet	Cla B506	B	½	6.37	31.87	G	Cla F304	Mat	Ros	M.M.	Fir	3900
Fisher Fast Freight	....	146	S 30x5	S 32x6	Con S4	4-4¼x4½	28.9	L	FP	Non	Lon	Str	V	Bos-A	Bos-A	D. Ful	Ful SU12	U	3	Blo	Col 5400	B	F	5.8	23.4	A*	Col 54000	Det	Ros	Own	Fir	3500
Ford A	460	131½	P 30x5	P 32x6	Own	4-3⅞x4¼	24.0	L	PG	Non	Own	Zen	G	Own	Own	D. Own	Own	U	3†	Own	Own	W	¾	5.11	15.95	E*	Own	Own	Own	Own	Non	....
Front Drive FT	2800	120	S 36x6‡	S 36x6‡	Bud WTU	4-3¾x5⅛	22.5	L	PC	Pie	....	Zen	V	Spl	Opt	P. B&B	Own FP	A	3	Own	Own D-2	W	½	7.25	32.5	B*	Own FTT	Tut	Ros	Std	....	3350
Garford 30	....	144	P 32x6	P 34x7	Bud KTU	4-4x5¼	25.6	L	PC	Non	Own	Zen	G	A-L	A-L	D. Own	B-L 35	U	4	B.G.	Tim 64600D	W	½	6.5	34.7	A	Own	Per	Han	Day	Fir	4700
Garford 30-6	....	144	P 32x6	P 34x7	Wis Y	6-3⅜x5	27.3	H	PC	Non	Own	Zen	G	A-L	A-L	D. Own	B-L 35	U	4	B.G.	Tim 64600D	W	½	6.5	34.7	A	Own	Per	Han	Day	Fir	4800
General Motors T-21	1185	138½	P 32x6	P 32x6	Buick Std.	6-3⅛x4½	23.4	L	PC	K.P.	Lon	Mar	V	D.R	D.R	......	Mun T23	U	3	U-M	Tim 5260	B	½	5.57	22.28	A*	Tim 11600	....	Ros	....	....	2970
Gotfredson 363	....	155°	P 32x6	P 32x6	Bud HS6A	6-3⅜x4½	27.3	L	PC	Non	MeC	Zen	V	A-L	A-L	P. B&B	B-L 31	U	3	Spi	Tim 5620	B	F	6.43	30.9	A	Shu 5400	Det	Ros	Van	Fir	4500
Gramm 363N	1485	133°	P 30x5	P 32x6	Lye S	6-3¼x4½	25.3	L	PC	Non	Own	Zen	G	A-L	A-L	D. Cov	Cov	U	3	Blo	Eat 1002	S	½	5.33	21.3	A*	Col 5300	Mat	Ros	Smi	Fir	3585
Gramm Bernstein 115	....	146°	P 30x5	P 30x5	Lye C4W	4-4x5	25.6	L	PC	Non	Own	Zen	G	A-L	A-L	D. Ful	Ful SU12	U	3	Blo	Cla B501	B	½	6.28	25.12	B*	Col 5300	Tut	Ros	Cla	Fir	3650
Grass Premier 40	....	130°	P 30x5	P 30x5	Lye CT	4-3¾x5	22.5	L	PC	Non	Chi	Str	V	A-L	A-L	D. B-L	B-L 31	U	3	M.M.	Tim 5260	E	½	5.38	21.2	B	Shu 5425	Det	Ros	Van	Gdy	2850
Grass Premier 40-6	....	130°	P 30x5	P 30x5	Lye S	6-3¼x4½	25.3	L	PC	Non	Chi	Str	V	A-L	A-L	D. B-L	B-L 31	U	3	M.M.	Tim 5260	E	½	5.38	21.2	B	Shu 5425	Det	Ros	Van	Gdy	3050
Guilder B	....	132	P 30x5	P 30x5	Bud WTU	4-3¾x5⅛	22.5	L	PS	Non	G&O	Zen	G	Eis	Bos-A	. B-L	B-L	U	3	M-E	Cla 366	...		5.5	....	B*	Shu 5405	Mer	Ros	Ind	Fir	3250
Guilder B6	1650	132	P 30x5	P 32x6	Bud HS6	6-3⅜x4½	27.3	L	PC	Non	G&O	Zen	V	D-R	D-R	D. Ful	Ful DU10	U	3	Spi	Cla B365	B	½	5.66	17.63	A*	Shu 5410	Mer	Ros	Cla	Fir	3250
Hahn 34	....	150	P 32x6	P 32x6	Her O	4-4x5	25.6	L	PC	Non	Chi	Zen	V	A-L	A-L	D. B-L	B-L 31	U	3	Pet	Eat 1504	S	½	6.33	30.38	A	Eat 750	Mat	Ros	Van	Fir	3750
Hahn 36	....	154	P 32x6	P 32x6	Bud HS6	6-3⅜x4½	27.3	L	PC	Non	Chi	Zen	V	A-L	A-L	D. B-L	B-L 31	U	3	Pet	Eat 1504	S	½	6.33	30.38	A	Eat 750	Mat	Ros	Van	Fir	3850
Hawkeye 36	2575	160°	S 34x4‡	S 34x7‡	Bud HS6	6-3⅜x4½	27.3	L	PC	Non	Lon	Zen	G	D-R	D-R‡	D. Ful	Ful GU	U	4	Pie	Wis 6600	R	F	6.9	37.4	A*	Wis 11	Det	Ros	Van	Fir	4300
Hawkeye 30	2350	160°	S 34x4‡	S 34x7‡	Bud WTU	4-3¾x5⅛	22.5	L	PC	Non	Lon	Zen	G	Bos-R	D-R†	D. Ful	Ful GU	U	4	Pie	Wis 6600	R	F	7.75	37.4	A*	Wis 11	Det	Ros	Van	Fir	4200
Huffman EH	1890	132	P 33x5	P 33x5	Her OX	4-4x5	25.6	L	PC	.....	Har	Zen	V	A-L	A-L	D. Ful	Ful SU12	U	3	Spl	Own	S	½	4.46	17.84	A	Own	Tut	CAS	....	....	3460
Huffman EW	1560	132	P 33x5	P 33x5	Wis	4-3¾x5	22.5	L	PC	.....	Har	Zen	V	A-L	A-L	P. B&B	D-G	U	3	Spl	Own	S	½	4.46	17.84	A	Own	Tut	CAS	....	....	3185
Hug 21	....	160	P 32x6	P 32x6	Bud HS6	6-3⅜x4½	27.3	L	PC	Han	You	Zen	V	A-L	D-R	D. B-L	B-L 35	U	4	Blo	Cla B501	S	½	5.5	26.4	A	Shu 5400	Cha	Ros	Cla	Fir	4280
Indiana 111	....	129°	P 30x5	P 32x6	Her OX	4-4x5	25.6	L	PC	Non	Mc C	Str	G	A-L	A-L	P. B&B	B-L 31	U	3	Spi	Cla B501	S	½	5.5	26.4	A*	Shu 5405	Bea	Ros	Cla	Fir	3600
Indiana 6111	....	133°	P 30x5	P 32x6	Con 15C	6-3⅜x4½	27.3	L	PC	Non	McC	Str	G	A-L	A-L	P. B&B	B-L 31	U	5	Spi	Cla B501	S	½	5.5	26.4	A*	Shu 5405	Bea	Ros	Cla	Fir	3700
Int. Harvester 33	....	128	S 36x4	S 36x6	Own 33	4-3¾x5	22.5	H	SP	Own	Own	Own	G	Bos-R	Non	D. Own	Own 33	U		Own	Own 33	I	D	8.00	32.5	A*	Own 33	....	Own	....	....	4070
Int. Harvester SL-34	....	160	P 30x5	P 30x5	Lye CT	4-3¾x5	22.5	L	PC	Non	Lon	Zen	G	D-R	D-R	P. Lon	Own	U		M.M.	Eat	S	½	5.66	22.6	A*	Own	S.S.	CAS	....	Fir	3340
Int. Harvester SF-34	....	140°	P 30x5	P 30x5	Lye CT	4-3¾x5	22.5	L	PC	Non	Lon	Zen	G	D-R	D-R	P. Lon	Own	U		M.M.	Eat	S	½	5.66	22.6	A*	Own	S.S.	CAS	....	Fir	3320
Int. Harvester SL-36	....	160	P 30x5	P 30x5	Lye 4SL	6-3¼x4½	25.3	L	PC	Non	Lon	Zen	G	D-R	D-R	P. Lon	Own	U	3	M.M	Eat	S	½	5.66	22.6	A*	Own	S.S.	CAS	....	Fir	3405
Int Harvester SF-36	....	140°	P 30x5	P 30x5	Lye 4SL	6-3¼x4½	25.3	L	PC	Non	Lon	Zen	G	D-R	D-R	P. Lon	Own	U	3	M.M.	Eat	S	½	5.66	22.6	A*	Own	S.S.	CAS	....	Fir	3385
Kelly Springfield KS-15		140°	P 30x5	DP30x5	Her OX	4-4x5	25.6	L	SP	Non	Mod	Zen	G	D-R	D-R	D Ful	Ful SU12	U	3	Pet	Tim 5620	B	F	6.43	25.72	A	Shu 5410	Det	Ros	Sml	Fir	4625
Kenworth 45	1785	152	P 30x5	P 30x5	Bud WTU	4-3¾x5⅛	22.5	L	PC	Non	Per	Zen	V	D-R	D-R	D. B-L	B-L 31	U	3	Spi	Cla 506	B	½	6.37	30.6	G†	Cla F304	Lah	Ros	Cla	Fir	3400
King Zeitler 35	....	140°	S 34x5‡	S 34x7‡	Con S4	4-4¼x4½	28.9	L	FP	Mon	Chi	Str	G	D-R	D-R	D. B-L	B-L 31	U	*	Blo	Tim 54600D	W	F	7.75	37.2	A*	Tim 14703	Tut	Ros	StM	Fir	4500
Kissel		152	S 36x4‡	S 36x6‡	Own 40000	4-3⅞x5½	24.1	L	SP	Pie	McC	Str	V	Eis	D-R‡	D. W-G	W-G T-38L	U	3	[illegible]	Tim 64[illegible]2	W	½	7.80	28.5	A*	Tim 1526	Mat	Ros	Mot	Std	4100
Kleiber	1925	158	P 32x6	P 32x6	Con 8R	6-3⅜x5½	27.3	L	FP	Non	Own	Str	V	D-R	D-R	D. B-L	B-L 35	U	4	Spi	Tim 5622H	B	F	6.42	....	A†	Tim 12300H	Bet	Ros	Sml	Fir	4200
Lange G	2950	145°	S 34x4‡	S 34x7‡	Con J4	4-3¾x5	22.5	L	FP	Non	Own	Str	V	Bos-R	Non	D. B-L	B-L 35	U	4	Pet	Tim 64600D	W	½	8.75	46.8	A*	Tim 1526	S P	Ros	Hoo	Opt	4700
Lange K	2050	140	P 32x6	P 32x6	Con 15C	6-3⅜x4⅝	27.3	L	PC	Non	Mod	Zen	V	A-L	A-L	D. B-L	B-L 31	U	3	Pet	Tim 5620	B	F	6.43	30.9	A*	Shu 310	S.P.	Ros	Hoo	Fir	3900
Luedinghaus		144°	S 34x4‡	S34x6‡	Wau V	4-4x5	28.9	L	PC	Non	Own	Zen	G	Eis	A-L	D. Ful	Ful SU10	U	3	Spl	Wis 800H	W	½	...	....	A*	Shu 5410	....	Ros	Smi	....	4500
Mack AB 1½ to 2 ton	3000	146½°	S 36x4	DS36x4	Own AB	4-4¼x5	28.9	L	PS	Own	Own	Str	G	Spl	N-E‡	D. Own	Own AB	U	4	Spl	Own AB	C	D	*7.10	34.4*	B*	Own AB	Mer	Own	....	....	....
Mack AB 1½ to 2 ton	3450	164½°	S 36x4	DS36x4	Own AB	4-4¼x5	25.6	I	PS	Own	Own	Str	G	Spl	N-E‡	D Own	Own AB	U	4	Spi	Own AB	R	F	*7.60	36.8*	B*	Own AB	Mer	Own	....	....	....
Master 21	....	142°	S 34x4	S 36x7	Bud KBU-1	4-4x5¼	25.6	L	PC	Pie	Chi	Zen	V	Opt	Non	D. Ful	Ful SU	U	3	Spl	Tim 6462	W	½	Opt	Opt	A	She 550	Mer	Ros	Mot	....	4000
Menominee HTN	1800	144	P 32x6	P 32x6	Wis SU	4-4x5	25.6	H	PC	Non	Per	Zen	V	Eis	A-L	P. B&B	Det KL	U	3	Blo	Col 54000	B	F	4.5	18.3	A	Col 5300	Tut	Ros	Van	Fir	3250
Moreland RR6	1850	156	P 32x6	P 32x6	Con 16C	6-3¼x4½	25.3	L	FP	Non	Bow	Zen		A-l	A-L	D. B-L	B-L 35	U	4	Pet	Tim 5622	B	F	5.37	25.8	E†	Tim 12300	U.S.	Ros	K-B	Fir	3800
National 10	2785	153	P 32x6	P 32x6	Wau V	4-4x5	25.6	L	PC	Non	McK	Zen	G	Bos-A	Bos-A	D. B-L	B-L 30	U	3	Spi	Tim 6460	W	½	7.00	23.3	A	Tim 1520	Mat	Ros	Van	Fir	4500
§Noble 134	....	170	P 32x6	P 32x6	Bud KBU	4-4x5¼	25.6	L	PC	Non	Chi	Str	V	A-L	Bos-A	D. Ful	Ful SU12	U	3	Blo	Tim 5620	B	F	6.42	......	A	Tim 12300	Tut	Ros	Smi	Fir	4150
Oshkosh Exp. R	1995	141	P 32x6	P 34x7	Her OX	4-4x5	25.6	L	PC	Non	Mod	Zen	V	Opt	L-N	D. B-L	B-L 31	U	3	Blo	Wis 460	R	F	5.98	28.7	A*	Wis 21	Tut	Han	Van	Gdy	4230
Oshkosh Exp. RR	2080	165	P 32x6	P 34x7	Her OX	4-4x5	25.6	L	PC	Non	Mod	Zen	V	Opt	L-N	D. B-L	B-L 31	U	3	Blo	Wis 460	R	F	5.98	28.7	A*	Wis 21	Tut	Han	Van	Gdy	4300
Relay 30A	....	168	P 34x5	DP34x5	Bud DS6	6-3⅝x5	31.5	L	PC	Non	Own	Zen	V	A-L	A-L	D. B-L	B-L 35	U	4	Blo	Own	...	F	6.45	34.5	E	Tim 14703H	Det	Han	Own	Gdy	5200
Reo FA	1245	133	P 32x6	P 32x6	Own	6-3 3/16x5	24.3	D	PS	Non	Own	Sch	V	N-E	N-E	D. B-L	Own	U	3	Pet	Own	S	½	5.2	22.96	E†	Own	S.S.	Own	Cla	Fir	3250
Republic 76	....	145½°	P 30x5	P 32x6	Lye CT	4-3¾x5	22.5	L	PC	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	U	3	U-M	Eat	B	½	5.33	21.3	A*	Eat	Mat	Han	Van	Fir	3350
Republic 76-6	....	150½°	P 30x5	P 32x6	Lye 4SL	6-3¼x4½	25.3	L	PC	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	U	3	U-M	Eat	B	½	5.33	21.3	A*	Eat	Mat	Han	Van	Fir	3500
Sandow		138	S 34x4	S 34x6	Her OX	4-4x5	25.6	L	PS	Non	Chi	Str	V	Eis	Non	D. Ful	Ful TU¾	U	3	Spl	She 1501W	W	½	6.5			......		Ros	Opt	Fir	3595
Schacht H	....	144	S 34x4	S 34x7	Wis SU	4-4x5	25.6	H	PC	Non	Own	Zen	V	Bos-A	Non	D. Ful	Ful GU7	U	4	Blo	Wis 670D	R	F	7.00	33.6	A*	Shu 510	Eat	Ros	Day		5000
Sterling DB 8-63		150	P 32x6	P 32x6	Own 6XL	6-3½x4½	29.4	L	PC	Wau	Own	Zen	V	L-N	......	D. B-L	B-L 31	U	3	Spi	Tim 5620	B	F	6.43	30.8	A	Tim 12300	Mat	Ros	Day	Gdy	3950
Stewart 24	1645	145	P 30x5	DP 30x5	Lye C4	4-4x5	25.6	L	PC	Non	Own	Str	G	D-R	D-R	D. Ful	Ful LTU4	U	3	Spl	Cla B-501	B	¾	6.37	25.1	G	Col 7003	Det	Ros	Cla	Fir	3550
Stewart 24X	1645	145	P 30x5	DP30x5	Lye	6-3¼x4½	25.3	L	FP	Non	Own	Str	G	D-R	D-R	D. Ful	Ful	U		..	Cla	B	½	6.37	25.1	G	......	....	Ros	...	Fir	3650
§United 30	....	148	P 30x5	P 30x5	Her OX	4-4x5	25.6	L	PC	Non	Per	Str	G	Eis	A-L	D. B-L	B-L 31	U	3	Blo	Col 54000	S	F	5.86	28.08	A	Shu 310	Det	Ros	Van	Fir	3500
United 30C6	..	148	P 30x5	P 30x5	Con 8R	6-3⅜x4½	27.3	L	PC	Non	Per	Zen	V	A-L	A-L	D. B-L	B-L 31	U	3	Blo	Col 54000	S	F	5.86	28.08	A	Shu 310	Det	Ros	Van	Fir	3600
U. S L.	2450	148	P 32x6	P 34x7	Bud HS	6-3⅜x4½	27.3	L	PC	Non	Own	Str	V	A-L	A-L	D. B-L	B-L 31	U	3	Blo	Cla 1D	I	D	7.60	36.5	A	Shu 350	She	Lav	Ind	Fir	4200
§U. S. N.	1950	144°	S 36x3½	S 36x6	Bud	4-3¾x5½	22.5	L	PC	Non	Own	Str	V	A-L	A-L	D. B-L	B-L 31	U	3	Blo	Cla I-D	I	D	7.60	36.5	A	Shu 350	She	Lav	Sch	...	4070
Velie 40 Sp. Truck	1395	148	P 32x6	P 32x6	Own	6-3 3/16x4⅝	24.4	H	FP	Non	G&O	Str	V	D-R	D-R	P. B&B	M. M. LU	U	3	M.M.	Col 35000	B	½	5.5	18.1	E	Col 1600	Mat	Ros	....	Fir	3850
Victor 40	....	135	S 34x4‡	S 34x5‡	Her O	4-4x5	25.6	L	PC	Non	Lon	Zen	G	Eis	.....	D. Cov	Cov JUC	U	3	U-M	Wis 4600	R	F	6.1	24.0	A	Shu 5410	Mar	Ros	....	....	4010
Wachusett J	....	148	S 36x6	S 36x6	Con J4	4-3¾x5	22.5	L	FP	Non	G&O	Zen	V	Bos-A	Bos-A	D. B-L	B-L 35	U	4	Spi	Tim 64600D	W	¾	7.20	38.5	*	Tim 15300	Sav	Ros	Sml	Fir	3300
Wachusett K	....	154	......	......	Con K4	4-4⅛x5¼	27.2	L	FP	Non	G&O	Zen	V	Bos-A	Bos-A	D. B-L	B-L 35	U	4	Spi	Tim 6460	W	F	7.75	41.5	*	Tim 1520	....	Ros	....	Fir	4800
Willys Knight 15	....	134	P 30x5	P 32x6	Own	6-2 15/16x4⅞	20.7	X	FP	Han	Own	Til	V	A-L	A-L	P. B&B	Ful DU	U	3	Blo	Eat 1002	S	½	5.66	24.3	E*	Own	Mat	Ros	Cla	Fir	3300
White 20A	2125	145½°	P 34x5	DP 34x5	Own GKA	4-3¾x5⅛	22.5	L	PG	Non	Own	Zen	V	L-N	L-N	P. Own	Own 20A	A	4	Spi	Own 20A	R	½	9.25	32.1	A*	Own 20A	Own	Own	Own	Fir	4412

Key of abbreviation, page 48

Trade Name and Model	General: Chassis Price	General: Standard Wheelbase (inches)	General: Tire Size Front (inches)	General: Tire Size Rear (inches)	Engine: Make and Model	Engine: Number of Cylinders Bore and Stroke	Engine: N.A.C.C. Rated H.P.	Engine: Valve Arrangement	Engine: Oiling System	Engine: Governor (Make)	Engine: Radiator (Make)	Engine: Fuel System Carburetor (Make)	Engine: Fuel System Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Type and Make	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Universals (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Gear Ratios: Total Reduction in High	Gear Ratios: Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
1½ Ton–(Cont'd)																																
Witt-Will NN	2850	144	S 36x4	S 36x7	Con S4	4-4¼x5½	28.9	L	PC	Non	Own	Zen	V	Eis	D-R	D. B-L	B-L 35	U	4	Spi	Tim 64600D	W	½	7.25	30.3	A*	Tim 15300	She	Ros	Arc	Flr	4300
World D-8	....	148½	P 30x5	DP 30x5	Con 15S	8-3x4¾	28.8	L	PC	Non	Mod	Zen	V	A-L	A-L	P. B&B	Mun T-23	U	3	Blo	Tim 5620	S	F	6.43	25.72	A	Shu 5405	Own	Han	Van	Fir	3480
1¾-Ton																																
Graham Bros.....ME	1345	150	P 32x6	P 32x6	Dodge	6-3⅜x3⅞	27.3	L	PC	Han	Fed	Ste	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	5.67	36.83	G	Own	Det	Ros	Cla	Flr	3695
Graham Bros....MER	....	150	P 32x6	DP32x6	Dodge	6-3⅜x3⅞	27.3	L	PC	Han	Fed	Ste	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	5.67	36.83	G	Own	Det	Ros	Cla	Fir	3740
Graham Bros....MEW	....	150	P 34x5	P 36x6	Dodge	6-3⅜x3⅞	27.3	L	PC	Han	Fed	Ste	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	6.38	41.44	G	Own	Det	Ros	StM	Fir	3740
Graham Bros.....LE	1415	165	P 32x6	P 32x6	Dodge	6-3⅜x3⅞	27.3	L	PC	Han	Fed	Ste	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	5.67	36.83	G	Own	Det	Ros	Cla	Fir	3810
Graham Bros.....LER	....	165	P 32x6	DP32x6	Dodge	6-3⅜x3⅞	27.3	L	PC	Han	Fed	Ste	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	5.67	36.83	G	Own	Det	Ros	Cla	Fir	3855
Graham Bros.....LEW	....	165	P 34x5	P 36x6	Dodge	6-3⅜x3⅞	27.3	L	PC	Han	Fed	Ste	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	6.38	41.44	G	Own	Det	Ros	StM	Fir	3855
2 Ton																																
Acme 44	....	150	P 32x6	P 32x6	Con S4	4-4¼x4½	28.9	L	FP	Non	Per	Zen	V	A-L	A-L	D. Ful	Ful GU12	U	4	Blo	Tim 63500	W	F	6.25	30.0	A*	Tim 14703	Det	Ros	Sml	Flr	4000
Acme 46	....	150	P 32x6	P 32x6	Con 15C	6-3½x4⅝	25.4	L	PC	Non	Per	Zen	V	A-L	A-L	D. Ful	Ful GU12	U	4	Blo	Tim 63500	W	F	7.33	35.3	A*	Tim 14703	Det	Ros	Smi	Fir	4000
Acorn 40	2500	144	S 36x4	S 36x7	Con S4	4-4¼x4½	28.9	L	PC	Non	Chi	Zen	G	Bos-R	.....	D. Ful	Ful SU 12	U	4	Spi	Cla B720	S	½	Opt	Opt	A	Shu 350	Tut	Ros	.....	.....	4600
Acorn 40P	2600	144	P 34x5	DP34x5	Con 15C	6-3⅜x4⅝	27.3	L	PC	Non	Chi	Zen	G	A-L	A-L	D. Ful	Ful SU 12	U	4	Spi	Cla B720	S	½	Opt	Opt	A	Shu 350	Tut	Ros	.....	.....	4800
American La France,9R	....	156	P 32x6	DP32x6	Own DW6	6-3¾x5	33.7	L	PC	Own	G&O	Zen	V	D-R	D-R	P B&B	Own G7	A	4	Spi	Tm 63-500BX	W	F	5.00	24.0	A*	Tim 14703BX	Mat	Ros	Van	Fir	5100
Armleder 40	....	149	S 36x4	S 36x8	Her OX	4-4x5	25.6	L	PC	Non	Lon	Zen	V	Bos-A	A-L	D. B-L	B-L	U	4	Spi	Tim	W	F	7.25	38.8	A*	Tim	Mar	Ros	Sml	Fir	.....
Armleder 40	....	149	S 36x4	S 36x8	Bud HS	6-3⅜x4½	27.3	L	PC	Non	Lon	Zen	V	A-L	A-L	D. B-L	B-L	U	4	Spi	Tim	W	F	7.25	38.8	A*	Tim	Mar	Ros	Smi	Fir	.....
Armleder 40-6	....	154	S 36x4	S 36x8	Bud KBU-I	4-4x5¼	25.6	L	PC	Non	Own	Zen	V	Eis	A-L	D. B-L	B-L	U	4	Spi	Tim	W	¾	6.5	34.7	A*	Tim	S.P.	Gem	Arc	Fir	4850
Atterbury 24R	....	150°	S 34x4‡	S 34x6‡	Bud KBU-I	4-4x5¼	25.6	L	SP	Non	G&O	Str	V	L-N	L-N	P. Lon	B-L 31	U	3	Spi	Tim 63000	W	F	7.33	35.18	E*	Tim14703BX	S.P	Han	.....	.....	4050
Autocar A	....	142°	S 34x4	S 34x7	Own A	4-4x5½	27.3	H	PC	K.P.	G&O	Zen	V	Eis	L-N	D. B-L	B-L 35	U	4	Spi	Wis 4610	R	F	6.00	32.1	G*	Col 5403	Row	Ros	Bud	Fir	5090
Brockway EYW	....	150°	P 32x6	DP32x6	Wis Y	6-3⅝x5	27.3	H	PC	K.P.	Bus	Zen	V	Eis	L-N	D. B-L	B-L 35	U	4	Spi	Wis 4610	R	F	7.25	29.6	B*	Tim 14700	Row	Ros	Smi	Flr	4690
Brockway S	....	150°	P 32x6	P 34x7	Wis Y	6-3⅝x5	27.3	H	PC	K.P.	G&O	Zen	G	Apo	A-L	D. B-L	B-L 31	U	4	Spi	Wis 4610	R	F	6.6	35.3	G*	Col 5403	Row	Ros	Smi	Flr	5145
Brockway SY	....	163°	S 34x4	S 34x7	Wau V	4-4x5	25.6	L	PC	Wau	Chi	Zen	G	Apo	A-L	D. B-L	B-L 35	U	4	Pic	Tim 63500	W	F	7.75	41.5	A	Tim 14703	Mat	Ros	Smi	Fir	5180
Chicago 20V	....	163°	S 34x4	S 34x7	Wau XK	6-3¾x4½	33.7	L	PC	Non	Chi	Zen	G	Apo	A-L	D. B-L	B-L 35	U	4	Pic	Tim 63500	W	F	7.75	41.5	A*	Tim 15302	Row	Ros	StM	.....	4875
Chicago 20XL	....	159½°	S 34x4	S 34x7	Wau V	4-4x5	25.6	L	PC	Wau	Own	Zen	V	Spl	D-R	D. B-L	B-L 35	A	4	Blo	Tim 64600	W	½	7.75	41.5	A*	Tim 15302	Row	Ros	Van	Fir	.....
§Clinton 45	....	163	S 34x4‡	DS34x4‡	Wau V	4-4x5	25.6	L	PC	Non	Mod	Zen	V	Spl	D-R	D. B-L	B-L 31	U	3	Blo	Cla B501	B	½	86.2	29.5	A*	Shu 5405	Row	Ros	Sml	Non	4600
Clinton 42	....	153°	P 32x6	DP32x6	Wau V	4-4x5	25.6	L	PC	Non	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 35	U	4	Spi	Tim 64600	W	½	7.75	41.46	A*	Tim 1460	Per	Ros	Sml	Non	4600
Clydesdale 9	....	160°	S 34x4	S 34x6	Con S4	4-4¼x4½	28.9	L	FP	Non	Per	Zen	V	D-R	D-R	D. Ful	Ful GU 12	U	8	Spi	Own	W	F	7.25	139.0	A*	Own	Det	Ros	Van	....	5360
Coleman C-25	....	109	P 32x6	P 32x6	Bud HS6	6-3⅜x4½	27.3	L	FP	Non	R-T	Str	V	D-R	D-R	D. Ful	Ful GU 12	U	4	Spi	Own	W	F	7.25	139.0	A*	Own	Det	Ros	Van	....	5360
Concord C-25	2800	163	P 32x6	P 34x7	Bud DW6	6-3¾x5	33.7	L	PC	Non	Own	Zen	V	Eis	A-L	D. B-L	B-L 35	U	4	Blo	Wis 4600	R	F	54.6	29.21	A	Tim 15300	Bea	Ros	Arc	Fir	4600
Concord GX	....	163	P 32x6	P 34x7	Con 15C	6-3⅜x4⅝	27.3	L	FP	Non	Per	Zen	V	A-L	A-L	D. B-L	B-L 35	U	4	Blo	Wis 4600	R	F	5.46	29.4	A	Tim 15300	Bea	Ros	Arc	Fir	4800
Concord GX6	....	150	P 32x6	P 34x7	Bud DW6	6-3¾x5	33.7	L	FP	Non	Own	Zen	V	D-R	D-R	D. B-L	B-L 35	U	4	Spi	Tim 63702H	W	F	7.33	39.23	G†	Tim 14703H	Mat	Ros	.....	Fir	4800
Corbitt 646	....	144°	S 34x4‡	S 34x7	Bud WTU	4-3¾x5⅛	22.5	L	PC	Non	Bus	Zen	V	D-R	D-R*	D. Ful	Ful SU10	U	3	Spi	Tim 63500	W	F	7.66	30.67	A	Tim 14703	Bea	Ros	Van	.....	4400
Day-Elder H	....	144°	P 32x6	P 34x7	Bud WTU	4-3¾x5⅛	22.5	L	PC	Non	Bus	Zen	V	D-R	D-R*	D. Ful	Ful SU10	U	3	Spi	Tim 5620	B	F	6.83	27.33	A	Tim 14703	Bea	Ros	Van	.....	4300
Day-Elder HB	....	144°	P 32x6	P 34x7	Con 16C	6-3⅜x4⅝	27.3	L	FP	Non	Bus	Zen	V	D-R	D-R	D. Ful	Ful SU10	U	3	Spi	Tim 5620	B	F	6.83	27.33	A	Tim 14703	Bea	Ros	Van	.....	4400
Day-Elder HB6	....	144°	P 32x6	P 34x7	Con 16C	6-3⅜x4⅝	27.3	L	PC	Non	G&O	Str	G	Apo	A-L‡	D. Cov	Cov JUC	U	3	Spi	Tim 5620D	S	F	6.43	23.3	A*	Shu 510	Mat	Ros	Smi	Flr	4500
Diamond T4	....	144½	P 30x5	P 32x6	Her OX	4-4x5	25.6	L	PC	Non	G&O	Str	G	Apo	A-L‡	D. Cov	Cov JUC	U	3	Spi	Tim 64600D	W	½	7.25	26.3	A*	Shu 510	Mat	Ros	Day	....	5250
Diamond T3	....	144	S 34x4	S 32x6	Her OX	4-4x5	25.6	L	PC	Non	G&O	Zen	G	A-L	A-L	D. Cov	Cov	U	4	Spi	Cla	S	½	5.66	33.1	E†	Cla	Mat	Ros	Bud	Fir	5040
Diamond T302	....	157¾°	P 32x6	DP 32x6	Her WXB	6-3¾x4½	33.7	L	PC	Non	G&O	Zen	V	Eis	D-R	D. Ful	Ful GU	U	4	Spi	Tim 6462	W	½	7.75	40.0	A	Shu 5550	S.P.	Ros	Van	....	4600
Dixon	2950	146	S 34x4	S 34x6	Her OX	4-4x5	25.6	L	PS	Non	G&O	Zen	V	Eis	D-R	D. Ful	Ful GU	U	4	Spi	Tim 64600	W	½	7.75	40.0	A	Shu 5550	S.P.	Ros	Van	Fir	5100
Douglas	....	156°	P 32x6	P 34x7	Bud KBU-I	4-4x5¼	25.6	L	PC	Non	Own	Zen	V	Bos-R	N-E	D. Ful	Ful GU14	U	4	Blo	Wis 6617	R	F	6.9	33.12	A*	Shu 510	Tut	Ros	Van	Fir	5850
Douglas	....	168°	P 32x6	P 34x7	Bud DW6	6-3¾x5	33.7	L	PC	Non	Own	Zen	V	Bos-R	N-E	D. Ful	Ful GU14	U	4	Blo	Wis 6617	R	F	6.33	30.38	A*	Shu 510	Tut	Ros	Van	Fir	4500
Douglas	....	168°	P 32x6	P 34x7	Bud KBU-I	4-4x5¼	25.6	L	PC	Non	Own	Zen	V	Bos-R	N-E	D. Ful	Ful GU14	U	4	Blo	Wis 6617	R	F	6.33	30.38	A*	Shu 510	Tut	Ros	Van	Fir	4500
Douglas	....	118	P 32x6	P 36x8	Bud DW6	6-3¾x5	33.7	L	FP	Non	Mod	Zen	V	Eis	A-L	D. B-L	B-L	U	4	Pet	Tim 65600	W	F	6.75	36.2	A*	Shu 5510	Tut	Ros	Smi	Fir	4600
Duplex S	....	160	P 32x6	P 34x5	Bud WTU	4-3¾x5⅛	22.5	L	PC	Opt	Own	Zen	G	Eis	A-L‡	D. Cov	Cov JUC	U	3	Pet	Wis 51	R	½	7.75	.....	A*	Col 7000	Cha	Ros	Sml	Fir	3800
Eagle 20	....	134°	P 34x5	P 34x5	Bud WTU	4-3¾x5⅛	22.5	L	PC	Non	Own	Zen	V	Bos-R	D-R	D. B-L	B-L 31	U	3	Spi	Tim 5620	B	F	4.62	22.2	G†	Tim 12300	U.S	Ros	Cal	Fir	4800
Fageol 135	2100	162°	P 30x5	DP30x5	Wau XL	6-3½x4½	29.4	L	PC	Non	Own	Zen	V	D-R	D-R	P. B&B	Own	A	4	Pet	Tim 64600D	W	½	7.25	36.2	A	Own	Mat	Gem	M.M	Fir	4000
Federal T20	....	115	P 32x6	P 34x7	Wau V	4-4x5	25.6	L	PC	Wau	Lon	Zen	V	D-R	D-R	P. B&B	Own	A	4	Pet	Tim 5622SS	B	F	7.5	37.5	A	Own	Mat	Gem	M.M.	Fir	4050
Federal T2B	....	144	P 32x6	P 34x7	Wau V	4-4x5	25.6	L	PC	Wau	Lon	Zen	V	D-R	D-R	P. B&B	Own	A	4	Pet	Tim 64600SP	W	½	7.25	36.2	B	Own	Mat	Gem	Day	.....	4050
Federal T2W	....	144	S 34x4	S 34x7	Wau V	4-4x5	25.6	L	PC	Wau	Lon	Zen	V	D-R	D-R	P. B&B	Own	A	4	Pet	Tim 5622 SS	B	F	6.00	30.0	A	Own	Mat	Gem	M.M.	Fir	4550
Federal T6B	....	144	P 32x6	P 34x7	Con 16C	6-3⅜x4⅝	27.3	L	PC	Non	Lon	Zen	V	D-R	D-R	P. B&B	Own	A	4	Pet	Tim 64600SP	W	½	6.00	30.0	B	Own	Mat	Gem	Day	.....	4550
Federal T6W	....	144	S 34x4	S 34x7	Con 16C	6-3⅜x4⅝	27.3	L	PC	Non	Lon	Zen	V	D-R	D-R	P. B&B	Own	A	4	Pet	Tim 64600SP	W	½	6.00	30.0	B	Own	Mat	Gem	Day	.....	4550
Fisher Mer. Ex	....	146	S 36x5	S 36x7	Con S4	4-4¼x4½	28.9	L	FP	Non	Lon	Str	V	Bos-A	Bos-A	D Ful	Ful SU12	A	3	Blo	Tim 5620	B	F	6.43	25.7	A*	Tim 12300	Det	Ros	Smi	Fir	4100
Fisher Mer. Ex	....	146	P 32x6	P 34x7	Con S4	4-4¼x4½	28.9	L	FP	Non	Lon	Str	V	Bos-A	Bos-A	D Ful	Ful SU12	A	3	Blo	Tim 5620	B	F	7.3	38.0	B	Own H	Tut	Ros	Bim	....	3900
F.W.D.H	3300	121	P 34x7	P 34x7	Wis SU	4-4x5	25.6	H	PC	.....	Per	Zen	V	Eis	A-L	D. Det	Cot A	A	4	Own	Own	B	F	7.3	38.0	B	Own H	Tut	Ros	Bim	....	5300
Garford 30	....	144	P 32x6	P 34x7	Bud KTU	4-4x5¼	25 6	L	PC	Non	Own	Zen	G	A-L	A-L	D. Own	B-L 35	U	4	B.G.	Tim 64600D	W	½	6.5	34.7	A	Own	Per	Han	Day	Fir	4700
Garford 30-6	....	144	P 32x6	P 34x7	Wis Y	6-3⅜x5	27.3	H	PC	Non	Own	Zen	G	A-L	A-L	D. Own	B-L 35	U	4	B.G.	Tim 64600D	W	½	6.5	34.7	A	Own	Per	Han	Day	Fir	4800
General Motors T-40	1950	136°	P 32x6	P 34x7	BuickMas'ter	6-3½x4¾	29.4	H	PC	K.P.	Lon	Mar	V	D-R	D-R	D. Own	Own	U	3	U-M	Own	B	½	6.14	23.83	E*	Own	Arm	Ros	Day	Fir	4890
General Motors T-50	2050	136°	S 34x4	S 34x7	BuickMaster	6-3½x4¾	29.4	H	PC	K.P.	Lon	Mar	V	D-R	D-R	D. Own	Own	U	3	U-M	Tim 64601	W	½	7.75	30.07	E*	Own	Arm	Ros	Day	Fir	5300
Gotfredson 41	....	146 7/16°	S 36x4‡	S36x8‡	Bud KBU-I	4-4x5¼	25.6	L	PC	Non	MeC	Zen	V	Bos-R	D-R	D. B-L	B-L 35	U	4	Spi	Tim 64600SP	W	½	7.25	38.8	B	Tim 14703	Det	Ros	Sml	Flr	5300
Gotfredson 46	....	156 13/16°	S 36x4‡	S36x8‡	Bud BA6	6-4½x5½	40.8	L	PC	Pie	MeC	Zen	V	Bos-R	D-R	D. B-L	B-L 35	U	4	Spi	Tim 64600SP	W	½	7.25	38.8	B	Tim 14703	Det	Ros	Smi	Flr	5500
Gramm 463N	1955	133	P 32x6	P 34x7	Lye S	6-3¼x4½	25.4	L	PC	Non	Own	Zen	G	A-L	A-L	D. Ful	Ful SU12	U	3	Blo	Cla B501	B	½	6.28	25.12	B*	Col 5300	Per	Ros	Cla	Flr	3750
Gramm Bernstein 115S	....	149½°	P 30x5	P 32x6	Con 15C	6-3⅜x4⅝	27.3	L	PC	Non	Own	Zen	G	A-L	A-L	D. B-L	B-L 35	U	4	M.M.	Tim 5620	S	F	6.06	26.2	B	Shu 5430	Det	Ros	Van	Gdy	4300
Grass Premier 45	....	140°	P 32x6	P 32x6	Lye C4	4-4x5	25.6	L	PC	Non	Chi	Str	V	A-L	A-L	D. B-L	B-L 35	U	4	M.M.	Tim 5620	S	F	6.06	26.2	B	Shu 5430	Det	Ros	Van	Gdy	4500
Grass Premier 45-6	....	140°	P 32x6	P 32x6	Lye S	6-3¼x4½	25.3	L	PC	Non	Chi	Str	V	A-L	A-L	D. B-L	B-L 31	U	3	Spi	Cla 504	B	½	6.25	29.5	A*	Shu 5405	Mer	Ros	Van	Fir	3400
Gullier C6	1950	148	P 32x6	P 32x6	Bud HS6	6-3½x4½	27 3	L	PC	Non	G&O	Zen	V	D-R	D-R	D. B-L	B-L 31	U	3	Spi	Cla 504	B	½	6.25	29.5	A*	Shu 5405	Mer	Ros	Van	Fir	3400

Guilder E	....	152	S 34x4	S 36x8	Bud KBU-1	4-4x5¼	25.6	L	PC	Pie	G&O	Zen	G	Eis	D-R	D. B-L	B-L 51	U	4	M-E	Wis 660	R	F	7.75	41.0	A*	Shu 5410	Mer	Ros	Van	Non	5100
Hahn K	....	142°	S 36x4	f 36x7	Con K4	4-4½x5¼	27.2	L	FP	Pha	Chi	Str	G	Bos-R	D-R	D. B-L	B-L	U	4	Spi	Tim 6560	W	F	8.75	.....	A	Tim 1526	Mer	Ros	Opt	Opt	4700
Hahn 44	....	150	P 32x6	P 34x7	Her O	4-4x5	25.6	L	PC	Non	Chi	Zen	V	A-L	A-L	D. B-L	B-L	U	3	Pet	Eat 1504	B	½	6.3	33.2	A	Shu 5410	Mat	Ros	Van	Fir	4100
Hahn 46	....	154	P 32x6	P 34x7	Bud HS	6-3⅜x4½	27.3	L	PC	Non	Chi	Zen	V	A-L	A-L	D. B-L	B-L	U	3	Pet	Eat 1504	B	½	6.3	33.2	A	Shu 5410	Mat	Ros	Van	Fir	4200
Huffman 8C	2795	140	S 34x4	S 34x6	Con S4	4-4¼x4½	28.9	L	FP	.....	Chi	Zen	V	Eis	.....	D. Ful	Ful SU12	U	4	Spi	Own	W	½	9.66	38 67	A	Shu		Tut	Lav	.....	Fir	4160
Huffman BH	2295	140	S 34x4	S 34x6	Her OX	4-4x5	25.6	L	FP	.....	Chi	Zen	V	Eis	.....	D. Ful	Ful SU12	U	4	Spi	Own	W	½	9.66	38 67	A	Shu		Tut	Lav	.....	.....	4160
Hug 60	....	118	P 34x5	DP34x5	Bud WTU	4-3¾x5½	22.5	L	PC	Han	You	Zen	V	Eis	D-R	D. B-L	B-L 51	U	4	Blo	Wis 660B	R	F	7.75	37 2	A	Wis 11	Cha	Ros	Own	Fir	4600
Hug 25	....	150	P 32x6	DP32x6	Bud HS6	6-3⅜x4½	27.3	L	PC	Han	You	Zen	V	A-L	D-R	D. B-L	B-L 35	U	4	Blo	Wis 4600	R	F	7.26	....	A	Shu 550	Cha	Ros	Own	Fir	5645
Indiana 400	....	157°	P 32x6	P 34x7	Wis V	6-3⅜x5	27.3	..	PC	K.P.	Lon	Str	V	A-L	A-L	D. B-L	B-L 35	U	4	Spi	Cla 506	S	½	5.07	30.4	G*	Shu	Eat	Ros	Cla	Fir	5000
Indiana 111A&X	....	120	P 32x6	DP 32x6	Her OX	4-4x5	25.6	L	PC	Non	MeC	Str	G	Eis	Non	P. B&B	B-L 35	U	4	Spi	Cla 504	S	½	6.28	30.14	A*	Shu 5405	Bea	Ros	Own	Fir	3830
Indiana 115	....	150°	S 34x4	S 34x7	Her OX	4-4x5	25.6	L	PC	Non	Lon	Str	G	A-L	A-L	P. B&B	B-L 35	U	4	Spi	Tim 64600	W	½	6.5	34.7	B*	Shu 5410	Bea	Ros	.....	Fir	4585
Indiana 615	....	154°	P 32x6	P 34x7	Wis Y	6-3⅜x5	27.3	H	PC	K.P.	Lon	Str	G	A-L	A-L	P. B&B	B-L 35	U	4	Spi	Tim 64600	W	½	6.50	32.10	B*	Shu 5410	Bea	Ros	.....	Fir	4840
Indiana 15	....	145°	S 34x4	S 34x7	Her OX	4-4x5	25 6	L	PC	Non	Lon	Str	G	Eis	A-L‡	P. B&B	B-L	A	4	Spi	Own	W	½	6.50	34.77	B*	Shu 5410	Bea	Ros	.....	.....	4113
Indiana 15	....	145°	S 34x4	S 34x7	Her OX	4-4x5	25 6	L	PC	Non	Lon	Zen	G	D-R	.....	P. Lon	Own	U	3	M.M.	Eat	S	½	6.87	26.7	A*	Own	S.S.	CAS	.....	Fir	3270
Int. Harvester SD-44	....	117	P 30x5	P 32x6	Lyc CT	4-3¾x5	22.5	L	PC	Non	Lon	Zen	G	D-R	.....	P. Lon	Own	U	3	M.M.	Eat	S	½	6.87	26.7	A*	Own	S.S.	CAS	.....	Fir	3335
Int. Harvester SD-46	....	117	P 30x5	P 32x6	Lyc 4SL	6-3¼x4½	25.3	L	PC	Non	Lon	Zen	G	D-R	.....	P. Lon	Own	U	4	Own	Own 43	I	D	9.00	53.1	B*	Own 43	S.S.	Own	Own	Fir	4790
Int. Harvester 43	....	130	S 36x4‡	S 36x7‡	Own 43	4-3¾x5	22.5	H	SP	Own	Own	Own	G	Bos-R	Non	D. Own	Own 43	U	4	M.M.	Eat	S	½	6.87	40.5	A*	Own	S.S.	CAS	.....	Fir	.....
Int. Harvester SF46	....	140°	P 32x6	P 34x7	Lyc 4SL	6-3¼x4½	25.3	L	PC	Non	Lon	Zen	G	D-R	D-R	P. Lon	Own	U	4	Pet	Own	W	½	7.75	37.2	A	Shu 5410	Det	Ros	Sml	Fir	.....
Kelly Springfield KS20	....	153	S 34x4	S 34x8	Her OX	4 4x5	25.6	L	SP	Han	Mod	Zen	G	Eis	A-L	D. Ful	Ful GU12	U	4	Spi	Cla 506	B	½	6.37	34.1	G†	Cla F304	Lab	Ros	Cla	Fir	3600
Kenworth 55	2085	163	P 32x6	P 32x6	Bud HS6	6-3⅜x4½	27.3	L	PC	Non	Per	Zen	V	D-R	D-R	D. B-L	B-L 35	U	3	Blo	Tim 5620	B	F	6.43	30.9	A*	Shu 5410	Tut	Ros	Sml	Fir	.....
King Zeitler 42A	....	156°	P 32x6	DP32x6	Con 15C	6-3⅜x4⅝	27.3	L	FP	Han	Chi	Zen	G	A-L	A-L	D. B-L	B-L 31	U	4	Spi	Tim 64600D	W	½	7.75	41.5	A†	Tim 15300	Bet	Ros	Sml	...	5200
Kleiber	3100	147	S 36x4‡	S 36x7‡	Con K4	6-3⅜x4½	27.2	L	FP	Non	R-T	Str	V	Bos-R	Non	D. B-L	B-L 50	U	4	Spi	Tim 5620H	B	F	6.42	.....	A†	Tim 12307H	Bet	Ros	Cal	Fir	4600
Kleiber	2450	170	P 32x6	DP32x6	Con 8R	4-4½x5¼	27.3	L	FP	Non	Own	Str	V	D-R	D-R	D. B-L	B-L 35	U	4	Spi	Tim 5620	B	F	5.37	28.8	A	Tim 12300	Eat	Gem	Sml	Fir	3800
Larrabee X33	....	160	P 32x6	P 32x6	Con 8R	6-3⅜x4½	27.3	L	PC	Non	Fed	Zen	G	D-R	D-R	D. B-L	B-L 35	U	4	Spi	Tim 5620	B	F	5.37	25.8	A	Tim 12300	Eat	Gem	Sml	Fir	3550
Larrabee-Deyo X33S	....	138	P 32x6	P 32x6	Con 8R	6-3⅜x4½	27.3	L	FP	Opt	Fed	Zen	G	D-R	D-R	D. B-L	B-L 35	U	4	Pet	Wis 6617	R	F	8.36	44.7	A*	Shu 510	S.P.	Ros	Van	Opt	5600
Lange L	....	145	S 34x4	S 34x7	Bud DW6	6-3¾x5	33.7	L	PC	Non	Own	Zen	V	A-L	A-L	D. B-L	B-L 35	U	4	Spi	Wis 6600	W	F	6.92	37.4	A‡	Shu 5410	Tut	Ros	Van	Fir	5200
Maccar 46	....	150	P 32x6	P 34x7	Wis Y	6-3⅜x5	27.3	L	PC	Han	Lon	Zen	V	D-R	D-R	D. B-L	B-L 35	U	4	Spi	Wis 6600	R	F	6.33	32.9	A	Wis 21	Tut	Ros	Ind	Fir	4850
Menominee HX	....	132	P 32x6	P 32x6	Wis W	4-4¼x5	27.2	H	PC	Non	Per	Zen	V	Eis	A-L	P. B&B	Cot AU	U	4	Pic	Wis 6600	R	F	6.33	32.9	A	Wis 21	Tut	Ros	Ind	Fir	4850
Moreland B6	2150	156	S 36x4	S 36x6	Con 16C	6-3¼x4⅝	25.3	L	FP	Non	Bow	Zen	V	A-L	A-L	D. B-L	B-L 35	U	4	Pet	Tim 63720H	W	½	7.25	34.8	E†	Tim 14703H	U.S.	Ros	K-B	Fir	3850
National 20	3235	157	P 32x6	P 32x6	Wau V	4-4x5	25.6	L	PC	Non	McK	Zen	G	Bos-A	Bos-A	D. B-L	B-L 30	U	3	Spi	Tim 6460	W	½	7.00	23.3	A	Tim 1520	Mat	Ros	Van	Fir	4300
National 21	3400	168	P 32x6	P 32x6	Wau V	4-4x5	25.6	L	PC	Non	McK	Zen	G	Bos-A	Bos-A	D. B-L	B-L 35	U	4	Spi	Tim 6460	W	½	7.00	37.4	A	Tim 1520	Mat	Ros	Van	Fir	4500
§Noble 146B	....	166	P 32x6	P 34x7	Bud HS6	6-3⅜x4½	27 3	L	PC	Non	Chi	Str	V	A-L	A-L	D. Ful	Ful SU12	U	3	Blo	Tim 5620	B	½	6.42	.....	...	Tim 14703	Tut	Ros	Sml	Fir	4300
Noble 146W	....	166	P 32x6	P 34x7	Bud HS6	6-3⅜x4½	27.3	L	PC	Non	Chi	Str	V	A-L	A-L	D. Ful	Fu SU12	U	3	Rlo	Tim 63500D	W	½	6.25	.....	...	Tim 14703	Tut	Ros	Smi	Fir	4475
Oshkosh AW	3080	130	P 36x6	P 36x6	Wis SU	4-4x5	25.6	H	PC	Dup	Own	Str	V	A-L	A-L	D. B-L	B-L 35	U	4	Pet	Own A	B	F	8.00	39.8	B*	Own A	Tut	Ros	StM	Gdy	4250
Oshkosh AAW	3180	165	P 36x6	P 36x6	Wis SU	4-4x5	25 6	H	PC	Dup	Own	Str	V	A-L	A-L	D. B-L	B-L 35	U	4	Pet	Own AA	B	F	8.00	39 8	B*	Own AA	Tut	Ros	StM	Gdy	4340
Oshkosh Exp. R6	2400	141	P 32x6	P 34x7	Wis Y	6-3⅜x5	27.3	H	PC	Non	Mod	Zen	V	Opt	L-N	D. B-L	B-L 35	U	4	Blo	Wis 460	R	F	5.98	28.7	A*	Wis 21	Tut	Han	Van	Gdy	4380
Oshkosh Exp. RR6	2480	165	S 32x6	P 34x7	Wis Y	6-3⅜x5	27.3	H	PC	Non	Mod	Zen	V	Opt	L-N	D. B-L	B-L 35	U	4	Blo	Wis 460	R	f	5.98	28.7	A*	Wis 21	Tut	Han	Van	Gdy	4450
Pierce-Arrow XA	3500	150	S 36x4‡	DS36x5‡	Own XA	4-4x5½	25.6	T	FP	Own	Own	Str	P	D-R	D-R	D. Own	Own XA	A	4	Spi	Own XA	W	½	8.5	44.2	A	Own XA	S.P	Own	....	Opt	6280
Pierce-Arrow FA	2450	140°	S 32x6	S 32x6	Own FA.	6-3½x5	29.4	L	FP	....	Fed	Str	..	D-R	D-R	P. B&B	B-L	U	3	Spi	Tim	B	F	5.28	33.3	E*	Own	S.P.	Gem	Day	Fir	3855
Rehberger A	....	162	S 36x4	S 36x7	Bud KTU	4-4x5¼	25.6	L	PC	K.P	Bus	Zen	V	Eis	D-R‡	D. B-L	B-L 35	U	4	Spi	Tim 6462	W	½	7.75	41.5	A*	Shu 510	Det	Ros	Van	Fir	5050
Reo FC	1545	148	P 30x5	DP30x5	Own	6-3⅛x5	24 3	D	PS	Non	Har	Seh	V	N-E	N-E	D. B-L	W-G	U	4	Pet	Own	S	½	5.7	37.62	E†	Own	S.S.	Own	Cla	Fir	3565
Republic 88	....	110	P 30x5	DP30x5	Lyc C4	4-4x5	25.6	L	PC	Non	Own	Zen	V	A-L	.....	D. Ful	.....	U	3	U-M	Eat	B	½	6.62	26.5	A*	Eat	Mat	Han	Van	Fir	.....
Republic 88-6	....	113¾	P 30x5	DP30x5	Lyc 4SG	6-3¼x4½	25.3	L	PC	Non	Own	Zen	V	A-L	.....	D. Ful	.....	U	3	U-M	Eat	B	½	6.62	26.5	A*	Eat	Mat	Han	Van	Fir	.....
Republic 15	....	153°	S 34x4	S 34x7	Con S4	4-3¾x5½	22.5	L	FP	Pha	Own	Zen	V	Bos-A	A-L	D. Ful	Ful	U	3	U-M	Eat	I	D	7.20	28.8	B*	Eat	Mat	Jac	Van	Fir	4200
Republic 15W	....	153°	S 34x4	S 34x7	Wau V	4-4x5	25 6	L	FP	Wau	Own	Zen	V	Bos-A	A-L	D. Ful	Ful	U	3	U-M	Eat	I	D	7.20	28.8	B*	Eat	Mat	Jac	Van	Fir	4200
Republic 50	....	154°	P 30x5	DP30x5	Lyc 4SL	6-3¼x4½	25 3	L	PC	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	U	3	U-M	Eat	B	½	6.37	25.5	B*	Eat	Mat	Han	Van	Fir	4100
Republic 85	....	155°	P 30x5	DP30x5	Lyc C4	4-4x5	25.6	L	PC	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	U	3	U-M	Eat	B	½	6.37	25.5	B*	Eat	Mat	Han	Van	Fir	4050
Sandow JS	....	144	S 36x4	S 36x7	Her OX	4-4x5	25.6	L	PC	Non	Chi	Zen	..	Eis	Bos-A	D. Ful	Ful GU14	....	.	Spi	She W-103	I	D	8.66	.....	...	She 343	Own	Ros	....	.....	4000
Sandow JS6	....	156°	P 32x6	DP 32x6	Bud HS6	6-3⅜x4½	27.3	L	PC	Non	.....	Str	V	Eis	A-L	D. B-L	B-L 35	U	3	Spi	Wis 4600	...	F	7.85	.....	...	Shu 550	Bur	Ros	Van	Fir	.....
Schacht J	....	158	S 34x5	S 34x8	Wis SU	4-4x5	25.6	H	PC	Non	Own	Zen	V	Bos-A	.....	D. Ful	Ful GU7	U	4	Blo	Wis 670D	R	F	7.00	33.6	A*	Shu 510	Eat	Ros	Day	Non	5300
Schacht HS	....	166	P 32x6	DP32x6	Wis Y	6-3⅜x5	27.3	H	FP	....	Own	Zen	V	L-N	L-N	D. Ful	Ful GU7	U	4	Blo	Wis 670D	R	F	7.00	33.6	A*	Shu 510	Eat	Ros	Bud	.....	.....
Selden 38	....	148°	P 32x6	P 34x7	Con 8R	6-3⅜x4½	27.3	L	FP	Non	Own	Str	V	D-R	D-R	D. B-L	B-L 35	U	4	U-P	Cla 600	B	½	Opt	.....	...	Shu	....	Ros	Van	Fir	4530
Selden Unit 35	....	142°	S 34x4	S 34x5	Con S4	4-4¼x4½	28.9	L	FP	Non	Own	Str	G	D-R	D-R	D. B-L	B-L 31	U	3	Blo	Cla 501	B	½	Opt	.....	...	Shu	Det	Ros	Van	Fir	4340
Selden Unit 37	....	142°	P 32x6	P 32x6	Con C15	6-3⅜x4½	27.3	L	FP	Non	Own	Str	G	D-R	D-R	D. B-L	B-L 31	U	3	Blo	Cla 501	B	½	Opt	Opt	...	Shu	Det	Ros	Van	Fir	4340
Stewart 25	1975	145	P 32x6	P 34x7	Lyc 4	4-4x5	25.6	L	FP	Non	Own	Str	G	D-R	D-R	D. Ful	.....	U	3	U-P	Tim	W	F	6.4	25.1	G	Tim	Det	Ros	Cla	Fir	3750
Stewart 25X	1975	145	P 32x6	P 34x7	Lyc CT	6-3¼x4½	25.3	L	FP	Non	Own	Str	G	D-R	D-R	D. Ful	.....	U	3	U-P	Tim	W	F	6.4	25.1	G	Tim	Det	Ros	Cla	Fir	3850
United 32	....	148	P 30x5	P 32x6	Her OX	4-4x5	25.6	L	PC	Non	Per	Str	G	Eis	A-L	D B-L	B-L 31	U	3	Blo	Wis 4600	R	F	6.00	28.8	A*	Shu 310	Det	Ros	Van	Fir	4000
United 32C6	....	148	P 30x5	P 32x6	Con 6B	6-3¾x5	33.7	L	PC	Pie	Per	Zen	V	Eis	A-L	D. B-L	B-L 35	U	4	Blo	Wis 4600	R	F	6.00	32.1	A*	Shu 310	Det	Ros	Van	Fir	4200
U. S. 21	2550	144°	S 36x4‡	S 36x6‡	Bud WTU	4-3¾x5½	22.5	L	PC	Non	Own	Str	V	A-L	A-L	D. B-L	B-L 35	U	4	Blo	Tim 64600D	W	½	8.75	35.0	...	Shu 350	....	Lav	Sch	.....	4550
U. S. 20	2650	Opt	S 36x4	S 36x7	Bud HS	6-3⅜x4½	27 3	L	PC	...	Own	Str	V	A-L	A-L	D. B-L	B-L 35	U	4	Blo	Tim 64600D	W	½	8 75	46.7	A	Shu 350	....	Lav	....	.....	4800
White 56	3125	165°	S 36x4‡	S 36x7‡	Own GRC	4-4x5¾	25.6	L	FP	Own	Own	Zen	V	.....	L-N‡	P. Own	Own GRBB	U	4	Spi	Own 56	S	½	6.33	26.1	B*	Own 56	Own	Own	Own	.....	5157
Willys-Knight	....	150	P 32x6	P 34x7	Own	6-3⅜x4¾	27.3	X	FP	Han	Own	Til	V	A-L	A-L	P. B&B	Ful DU	U	3	Blo	Eat 1504	B	½	6.25	26.81	E*	Own	Mat	Ros	Cla	Fir	3800
Witt-Will P	....	168°	S 36x4	S 36x8	Con S4	4-4¼x4½	28.9	L	FP	Pie	Own	Zen	V	Eis	D-R	D. B-L	B-L 35	U	4	Spi	Tim 64600D	W	½	7.10	.....	A*	Tim 15300	Det	Ros	Arc	Fir	4600
Woods 40B6	....	158	P 32x6	P 34x7	Bud HS6A	6-3⅜x4½	27.3	L	PC	Non	Per	Zen	V	D-R	D-R	D. B-L	B-L 35	U	4	Blo	Tim	S	F	5.29	.....	A*	Shu	Tut	Ros	Bim	Fir	4200
World D-8	...	148½	P 32x6	DP32x6	Con 15S	8-3x4¾	28.8	L	PC	Non	Mod	Zen	V	A-L	A-L	P. B&B	Mun T-23	U	3	Blo	Tim 5620	S	F	6.43	25.72	A	Shu 5405	Own	Han	Van	Fir	3865
2½ Ton																																			
Acme 54	....	156	S 34x5	S 34x8	Con S4	4-4¼x4½	28.9	L	FP	Pie	Per	Zen	V	Bos-A	A-L	D. Ful	Ful GU-14	U	4	Blo	Tim 65600	W	F	9 25	44.5	A*	Tim 15300	Det	Ros	Bim	....	5100
Acme 56	....	165½	S 34x5	S 34x8	Con 6B	6-3¾x5	33.7	L	PC	Pie	Per	Zen	V	Bos-A	A-L	D. Ful	Ful GU-14	U	4	Blo	Tim 65600	W	F	7 75	37.2	A*	Tim 15300	Det	Ros	Bim	....	5100
Acorn 45	2900	156	S 36x4	S 36x8	Con S4	4-4¼x4½	28.9	L	PC	Non	Chi	Zen	G	Bos-R	.....	D. Ful	Ful GU14	U	4	Spi	Tim 65600	W	F	Opt	Opt	A	Shu 350	Tut	Ros	.....	.....	4800
Acorn 45P	3600	156	P 34x7	DP34x7	Bud DW6	6-3¾x5	33.7	L	FP	Non	Chi	Zen	G	A-L	A-L	D. Ful	Ful GU 14	U	4	Spi	Cla B720	S	½	Opt	Opt	A	Shu 350	Tut	Ros	.....	.....	5500
Amer.-LaFrance W	3950	Opt	S 36x4	S 36x7	Own 2R	4-4¼x6	28.9	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 2R	A	4	Own	Own 2R	R	F	7.57	40.6	B*	Own 2R	Mer	.....	Day	....	6600
§Armleder 50	....	152°	S 36x4‡	S 36x8‡	Bud EBU-I	4-4¼x5½	28.9	L	PC	Han	Lon	Zen	V	Bos-A	A-L	D. B-L	B-L	U	4	Spi	Tim	W	F	9.25	49.5	A*	Tim	Mar	Ros	Sml	Fir	5300
Armleder 55	....	152	S 36x4‡	S 36x8‡	Con K4	4-4¼x5¼	27.2	L	FP	Han	Lon	Zen	V	Bos-A	A-L	D. B-L	B-L	U	4	Spi	Tim	W	F	9.25	49.5	A*	Tim	Mar	Ros	Sml	Fir	5300
Armleder 50-6	....	158°	S 36x4‡	S 36x8‡	Bud BUS	6-4x5½	38.4	L	PC	Mon	Lon	Zen	V	A-L	A-L	D. B-L	B-L	U	4	Spi	Tim	W	F	7 25	38.8	A*	Tim	Mar	Ros	Sml	Fir	5600
Atterbury 27R6	....	160	P 32x6	DP 32x6	Lyc TF	6-3⅝x5	31.5	L	FP	Non	Fed	Zen	V	Bos-A	A-L	D. B-L	B-L	U	4	Spi	Tim	W	¾	6.5	34 7	A*	Tim	S.P.	Gem	Van	....	5470
Autocar H	....	114°	S 34x5	S 36x8	Own Y	4-4¼x5½	28.9	L	SP	Pha	G&O	Str	G	Bos-A	L-N‡	P. Own	Own Y	A	4	Spi	Own H	R	F	7.72*	46.3	A*	Own H	S.P.	Ros	.....	.....	5500
Biederman	....	160°	S 36x5	S 36x10	Con 6B	6-3¾x5	33.7	L	PC	Han	Own	Zen	G	D-R	D-R	D. B-L	B-L 51	U	4	Spi	Tim	W	F	8.5	45.5	A	Shu	Pat	Ros	Bet	Non	4900
Chicago 25V	....	168	S 36x4	S 36x8	Wau V	4-4x5	25.6	...	PC	Pie	Chi	Zen	G	Apo	Non	D. B-L	B-L 35	U	4	Pet	Tim 65660D	W	F	8.5	45.5	A	Tim 15302	Mat	Ros	StM	.....	5940
Clydesdale 8	....	156°	S 36x4	S 36x8	Con K4	4-4½x5¼	27.2	L	FP	Own	Own	Zen	V	Bos-A	Bos A*	D. B-L	B-L 35	A	4	Spi	Tim 6566	W	F	8.5	45.48	A*	Tim 15300	Per	Ros	Sml	Non	5300
Corbitt 54	....	152	S 36x4‡	S 36x8‡	Con K4	4-4½x5¼	27.2	L	FP	Sim	Per	Zen	V	Eis	D-R‡	D. B-L	B-L 51	U	4	Spi	Tim 65600D	W	F	9.25	55 1	A‡	Shu 5550	Mat	Ros	Sml	Fir	5325
Corbitt 56	....	152	S 36x4‡	S 36x8‡	Con 6B	6-3¾x5	33.7	L	FP	Sim	Per	Zen	V	Eis	D-R‡	D. B-L	B-L 51	U	4	Spi	Tim 65600D	W	F	8.5	45 5	A‡	Shu 5550	Mat	Ros	Smi	Fir	5400
Day-Elder I	....	144°	S 36x4‡	S 36x8‡	Bud KBU	4-4x5¼	25.6	L	PC	Bud	Bus	Zen	V	D-R	D-R*	D. Ful	Ful GU12	U	4	Spi	Tim 65600D	W	F	9.25	44.4	A	Tim 15302	Bea	Ros	Van	....	5700
Defiance E 2	....	160	S 36x4	S 36x8	Con S4	4-4¼x4½	28.9	L	PC	Non	Chi	Zen	V	A-L	A-L	D. Ful	Ful GU12	U	4	Spi	Tim 6460	W	F	7.1	...	A	Tim 1520	Det	Ros	Van	Fir	5100

Key of abbreviation, page 48

Trade Name and Model	General				Engine								Electrical System		Clutch	Gearset			Rear Axle			Gear Ratios		Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
	Chassis Price	Standard Wheelbase (Inches)	Tire Size: Front (inches)	Tire Size: Rear (Inches)	Make and Mode	Number of Cylinders Bore and Stroke	N.A.C.C. Rated H.P.	Valve Arrangement	Oiling System	Governor (Make)	Radiator (Make)	Fuel Syst.m: Carburetor (Make)	Fuel Syst.m: Fuel Feed	Ignition System (Make)	Generator and Starter (Make)	Type and Make	Make and Model	Location	No. of Forward Speeds	Universals (Make)	Make and Model	Final Drive	Type	Total Reduction in High	Total Reduction in Low						
2½ Ton—Cont'd																														
Defiance O2	....	160	P 32x6	DP32x6	Con 15C	6-3⅜x4⅝	27.3	..	PC	Non	Chi	Zen	V	A-L	A-L	D. Ful	Ful GU12	U	4	Spi	Wis 6600	R	..	Opt	.....	..	Tim 1520	Det	Ros	Van	Fir	.....
Denby 43	....	**155**	**S 36x4**	**S 36x8**	**Her O**	**4-4x5**	**25.6**	L	PC	.....	Lon	**Zen**	G	**Eis**	.....	D. Ful	**Ful**	U	4	U-P	Cla	I	D	**9.00**	**39.12**	...	Con	Det	Ros	Sml	.....	**4925**
Diamond T-U4	....	**161**	**S 36x4**	**S 36x8**	**Her K**	**4-4¼x5¾**	**28.9**	L	PC	**Pie**	G&O	**Str**	G	**Apo**	**A-L**	D. Cov	**Cov RAD4**	A	4	Spi	Tim 65600D	W	F	**8.5**	**44.2**	A*	Tim 15300	Mat	Ros	Day	.....	**6100**
Diamond T-U6	....	**182¾**	**P 34x7**	DP34x7	Her L	4-4½x5¾	32.4	L	PC	Pie	G&O	Str	G	**Apo**	A-L	D. Cov	B-L 55	A	7	Spi	Tim 65600D	W	F	**5.4**	**51.3**	A*	Tim 15300	Mat	Ros	Bud	.....	**7285**
Diamond T-U56	....	162°	S 36x4	S 36x8	Her YXB	6-4x4¾	38.4	L	PC	K.P.	G&O	Zen	G	.....	A-L	D. Cov	Cov	A	4	Spi	Tim	W	F	8.5	44.2	A*	Tim	Mat	Ros	Day	.....	7400
Fageol 250	2990	178°	P 32x6	DP32x6	Wau XK	6-3¾x4½	33.7	L	PC	Non	Own	Zen	V	Bos-R	Bos-R	D. B-L	B-L 35	U	4	Spi	Tim 63500	W	F	4.88	20.56	G†	Tim 14703	U.S.	Ros	Cal	Fir	4800
Fisher Heavy Duty	....	155	P 32x6	DP32x6	Con 6B	6-3¾x5	33.7	L	FP	.....	Lon	Str	V	D-R	D-R	D. Ful	Ful GU14	U	4	Spi	Eat 2254	H	F	5.7	26.95	A*	Shu 550	Det	Ros	Bud	Fir	4800
Fisher Heavy Duty	....	155	S 36x5	S 36x8	Con 6B	6-3¾x5	33.7	L	FP	.....	Lon	Str	V	D-R	D-R	D. Ful	Ful GU 14	U	4	Spi	Tim 65600SP	W	F	8.50	40.8	A*	Tim 15300	Det	Ros	Day	.....	5150
Garford 50	....	156	S 36x4	S 36x8	Bud EBU-I	4-4½x5½	28.9	L	PC	K.P.	Own	Zen	G	Spl	Non	D. Own	B-L 55 Max	A	7	Spi	Tim 65600D	W	F	8.5	80.7	A	Tim 15302	Per	Ros	Day	Non	5950
Garford 50–6	....	156	S 36x4	S 36x8	Bud BUS	6-4x5⅛	38.4	L	PC	Non	Lon	Zen	G	Spi	Non	D. Own	B-L 55	A	7	Spi	Tim 65600D	W	F	8.5	80.7	A	Tim 15302	Per	Ros	Day	Non	6150
General Motors K-54	3690	133½°	S 36x5	S 36x10	G.M C. 89	4-4½x6½	32.4	L	FP	K. P.	MoC	Mar	V	**Eis**	D-R	D. Own	**Own**	U	7	Own	Tim 65700	W	F	8.5	66.6	A‡	Tim 15300	Arm	Own	Day	Fir	6800
Gotfredson 51	....	146½°	S 36x5‡	S 36x10‡	Bud KBU-I	4-4x5¼	25.6	L	PC	Non	MoC	Zen	V	Bos-R	D-R	P. B&B	B-L 35	U	4	Spi	Tim 65600SP	W	F	7.75	41.36	B	Tim 15302	Det	Ros	Day	Fir	6800
Gotfredson 56	....	156½°	S 36x5‡	S 36x10‡	Bud BA6	6-4½x5½	40.8	L	PC	Pie	MoC	Zen	V	Bos-R	D-R	D. B-L	B-L 35	U	4	Spi	Tim 65600SP	W	F	7 75	41.36	B	Tim 15302	Det	Ros	Day	Fir	6000
Graham Brothers...OE	....	150	P 32x6	P34x7	Dodge	6-3⅜x4½	27.3	L	PC	Han	Fed	Zen	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	6.38	41.44	G	Own	Det	Ros	Cla	Fir	.....
Graham Brothers, OER	....	150	P 32x6	DP32x6	Dodge	6-3⅜x4½	27.3	L	PC	Han	Fed	Zen	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	6.38	41.44	G	Own	Det	Ros	Bud	.....	.....
Graham Brothers, OEX	....	150	P 32x6	DP32x6	Dodge	6-3⅜x4½	27.3	L	PC	Han	Fed	Zen	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	6.38	41.44	G	Own	Det	Ros	Bud	.....	.....
Graham Brothers...TE	....	165	P 32x6	P 34x7	Dodge	6-3⅜x4½	27.3	L	PC	Han	Fed	Zen	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	6.38	41.44	G	Own	Det	Ros	Cla	Fir	.....
Graham Brothers, TER	....	165	P 32x6	DP32x6	Dodge	6-3⅜x4½	27.3	L	PC	Han	Fed	Zen	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	6.38	41.44	G	Own	Det	Ros	Bud	.....	.....
Graham Brothers, TEX	....	165	P 32x6	DP 32x6	Dodge	6-3⅜x4½	27.3	L	PC	Han	Fed	Zen	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	86.3	41.44	G	Own	Det	Ros	Bud	.....	.....
Graham Brothers...ED	....	114	P 32x6	P 34x7	Dodge	6-3⅜x4½	27.3	L	PC	Han	MoC	Zen	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	86.3	41.44	G	Own	Det	Ros	Cla	Fir	.....
Graham Brothers.EDR	....	114	P 32x6	DP 32x6	Dodge	6-3⅜x4½	27.3	L	PC	Han	MoC	Zen	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	86.3	41.44	G	Own	Det	Ros	Bud	.....	.....
Graham Brothers.EDX	....	114	P 32x6	DP 32x6	Dodge	6-3⅜x4½	27.3	L	PC	Han	MoC	Zen	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	86.3	41.54	G	Own	Det	Ros	Bud	.....	.....
Gramm 564N	2985	**150°**	**P 32x6**	**DP32x6**	Lyc TS	6-3⅞x5	36.2	L	PC	Han	**Own**	**Zen**	G	A-L	**A-L**	**D. Ful**	**Ful GU**	U	4	Blo	Wis 6617	R	F	5.33	25.4	A*	Col 5200	Mat	Ros	Van	Fir	**4800**
Gramm-Bernstein 125	....	**144°**	**S 36x4‡**	**DS36x4**	**Con S4**	**4-4¼x4½**	**28.9**	L	**FP**	**Non**	**Own**	**Str**	G	**Eis**	**A-L**	**D. Ful**	**Ful GU**	**U**	4	**Own**	Wis	W	F	**8.66**	**41.57**	*	Shu 5410	Per	Ros	.....	.....	**5440**
Gramm-Bernstein C	....	**144°**	**S 36x4‡**	**DS36x4‡**	**Con 6B**	**4-4½x5¼**	**27.2**	L	FP	Pie	Own	Str	V	Eis	A-L	D. Ful	Ful GOG	A	8	Blo	Wis 9890T	W	F	**8.66**	**76.6**	B*	**Shu 5550**	Tut	Ros	Smi	.....	**5865**
Gramm-Bernstein C6	....	**150°**	**S 36x4‡**	**DS36x4‡**	**Con 6B**	**6-3¾x5**	**33.7**	L	FP	Pie	Own	Str	V	Eis	A-L	D. Ful	Ful GOG	A	8	Blo	Wis 9890T	W	F	**7.75**	**68.6**	B*	**Shu 5550**	Tut	Ros	Smi	.....	5920
Guilder D6	2650	160	P 32x6	DP32x6	Bud HS6	6-3⅜x4½	27.3	L	PC	Non	G&O	Zen	V	D-R	D-R	D. B-L	B-L 31	U	3	Spi	Wis 471	R	F	7.26	33.6	A*	Shu 54 J	Mer	Ros	Bud	Non	3600
Hahn K Spec	....	**144°**	**S 36x4**	**S 36x8**	**Con K4**	**4-4½x5¼**	**27.2**	L	**FP**	**Pha**	**Chi**	**Str**	G	**Bos-R**	D-R	**D. B-L**	**B-L**	**U**	**4**	**Spi**	**Tim 6560**	W	F	**8.5**	.....	**A**	**Tim 1526**	**Mer**	**Ros**	**Opt**	**Opt**	**4900**
Hahn 56	....	160	P 32x6	DP32x6	Con 6B	6-3¾x5	33.7	L	PC	Han	Chi	Zen	V	D-R	D-R	D. B-L	B-L 51	U	4	Spi	Eat 2252	S	F	6.13	32.74	B	Shu 5550	Mat	Ros	Van	Fir	5300
Harvey WG6	3500	185	S 36x5‡	S 36x10‡	Bud DW6	6-3¾x5	33 7	L	PC	McC	Own	Str	G	A-L	A-L	D. B-L	B-L 55	A	7	Spi	Tim 65700D	W	F	9.33	88.6	A*	Tim 15300	Bea	Ros	.....	.....	6900
Harvey WG	3500	**150°**	**S 36x5‡**	**S 36x10‡**	**Bud EBU1**	**4-4¼x5½**	**28.9**	L	PC	McC	Own	Str	G	Bos-R	Non	D. B-L	B-L 55	A	7	Spi	Tim 65700	W	F	9 33	88.6	A*	Tim 15300	Bea	Ros	.....	.....	**6950**
Hawkeye 50–75	3800	**210°**	**S 36x5‡**	**S 36x8‡**	**Bud BUS**	**6-4x5⅛**	**38.4**	L	PC	Non	Per	Zen	G	Bos-R	D-R‡	D. Ful	Ful HU	U	4	Pic	Wis 1400	R	F	**6.86**	**37.4**	A‡	Shu 5550	Det	Ros	Van	Fir	**5900**
Hawkeye 50–48	3100	Opt	**S 36x5‡**	**S 36x8‡**	**Bud EBUI**	**4-4¼x5½**	28 9	L	PC	Sim	Per	Zen	G	Bos-R	D-R†	D. Ful	Ful HU	U	4	Pic	Wis 8800	R	F	**8.6**	**54 2**	A*	Shu 5550	Det	Ros	Van	Fir	**5400**
Hawkeye 50-60	3500	197	S 36x6	DS38x7	Bud DW6	6-3¾x5	33.7	L	PC	.....	Per	Zen	G	N-E	N-E	D. Ful	Ful HU	U	4	Pic	Wis 1400	R	F	8.00	50.2	A‡	Shu 5550	Det	Ros	Van	Fir	5800
Hendrickson ST	3400	.....	S 36x5	S 36x8	Bud ETU	4-4¼x5½	28.9	L	FP	McC	Chi	Zen	G	Spl	.....	D. Ful	Ful G7	A	4	Pic	Tim 65600D	W	F	.....	.....	A*	Tim 15300B	.....	Ros	.....	.....	5750
Hug 81	....	127	P 36x6	DP36x6	Bud KBU-I	4-4x5¼	25.6	L	PC	Han	You	Zen	V	Eis	D-R..	D. B-L	B-L 51	U	4	Blo	Wis 8800B	R	F	8.6	.....	A	Shu 550	Cha	Ros	Own	Fir	5890
Hug 84	....	127	**P 36x6**	**DP36x6**	Bud KBU-I	**4-4x5¼**	**25.6**	L	PC	**Han**	You	**Zen**	**V**	Eis	D-R	D. B-L	B-L 51	U	5	Blo	Wis 8800B	R	F	**8.6**	.....	**A**	Shu 550	Cha	Ros	Own	Fir	6088
Indiana 115A	....	132	**P 32x6**	**DP34x7**	Her OX	**4-4x5**	**25.6**	L	PC	Non	Lon	Str	G	Eis	A-L	P. B&B	B-L 35	U	4	Spl	Cla 720	S	½	**8 00**	**42.8**	B*	Shu 5410	Bea	Ros	Van	Fir	**5000**
Indiana 615A	....	136	**P 32x6**	**DP34x7**	**Wis Y**	**6-3¾x5**	27.3	H	PC	K.P.	Lon	Str	G	Eis	A-L	P. B&B	B-L 35	U	4	Spi	Cla 720	S	½	**8.00**	**42.8**	B*	Shu 5410	Bea	Ros	Van	Fir	5190
Int. Harvester 54C	....	140°	**S 36x5‡**	**S 36x10‡**	Own	4-4¼x5	28.9	H	SP	Own	Own	Zen	G	Bos-R	D-R‡	D. Own	Own	U	4	Own	Own	C	D	8.75	51.5	B*	Own	S.S.	Own	Own	Fir	6400
Int. Harvester 54	....	**140°**	**S 36x5‡**	**S 36x8‡**	Own	**4-4¼x5**	28.9	H	SP	Own	Own	Zen	G	Bos-R	D-R‡	D. Own	Own	U	4	Own	Own	R	F	9.1	54.0	B*	Own	S.S.	Own	Own	Fir	6345
Kelly-Springfield KS25	....	153	S 36x5‡	**S 36x10‡**	Her K	4 4¼x5¾	28.9	L	PC	Han	Mod	Zen	G	Eis	A-L	P. B&B	B-L 35 Max	A	7	Pet	Own	W	½	9.25	87.88	A	Own	Det	Ros	Sml	.....	7060
Kenworth D	3130	158	P 32x6	BudKBU-I	4-4x5¼	25.6	L	PC	Non	Per	Zen	V	D-R	D-R	D. B-L	B-L 35	U	4	Spi	Tim 63720N	W	F	6.25	33.4	G†	Tim 14703H	Lah	Ros	K-B	Gdy	4700
King Zeitler 45	....	**156°**	**S 36x5‡**	**S 36x8‡**	**Con S4**	**4-4¼x4½**	**28.9**	L	**FP**	Han	**Chi**	**Str**	G	Bos-R	A-L‡	**D. B-L**	**B-L 35**	U	4	Blo	**Tim 65600D**	**W**	**F**	**9.25**	**49.5**	A*	Tim 15302	Tut	Ros	StM	Fir	**5400**
Kissel	....	**168**	**S 36x4**	**S 36x8‡**	**Own 50000**	**4-4¼x5½**	**28.9**	L	SP	Pie	MoC	Str	V	Eis	D-R‡	D. W-G	Ful G7	A	4	Spi	**Tim 6566**	W	F	**8 50**	**40.8**	A*	Tim 1544B	Mat	Ros	Mot	Std	**5100**
Kleiber Speed	2950	180	P 32x6	DP32x6	Bud	6-3¾x5	33.7	L	PC	Non	Cwn	Str	V	D-R	D-R	D. B-L	B-L 35	U	4	Spi	Tim 63720H	W	F	6.25	33.4	A†	Tim 14703H	Det	Ros	Cal	Fir	5100
Kleiber	3850	**163**	**S 36x5‡**	**DS36x5‡**	**Con L4**	**4-4½x5½**	**32.4**	L	**FP**	**Non**	**R-T**	**Str**	V	Bos-R	**Bos A‡**	**D. B-L**	**B-L 51**	**A**	**4**	**Spi**	**Tim 65660D**	**W**	**F**	**7.75**	**41.5**	A†	**Tim 1544B**	**Bet**	**Ros**	**Sml**	.....	**6500**
Lange E	3650	**149½**	**S 36x4‡**	**S 36x8‡**	**Con K4**	**4-4½x5¼**	**27.2**	L	**FP**	**Non**	**Own**	**Str**	V	Bos-R	**Non**	**D. B-L**	**B-L 51**	**A**	**4**	**Pet**	**Tim 65600**	**W**	**F**	**9.25**	**49.5**	A*	**Tim 1544B**	**S.P**	**Ros**	**Hoo**	**Opt**	**5950**
Luedinghaus	....	**145°**	**S 36x5‡**	**S 36x8‡**	**Wau FU**	**4-4x5¾**	**25.6**	L	PC	**Wau**	**Own**	**Zen**	..	**Eis**	**Non**	**D. Ful**	**Ful GU14**	**U**	**4**	**Sp**	**Tim 65660D**	**W**	**F**	..	..	A*	Shu 510	Tut	Ros	Sml	.....	4900
Mack AB 2½ to 3 ton	3400	146½°	**S 36x4**	**DS36x4**	**Own AB**	**4-4¼x5**	**28.9**	L	**PS**	**Own**	**Own**	**Str**	G	**Spl**	**N-E‡**	**D. Own**	**Own AB**	**U**	**4**	**Spl**	**Own AB**	C	D	*8.87	43 0*	B*	Own AB	Mer	Own	...	....	....
Mack AB 2½ to 3 ton	3850	164½°	**S 36x4**	**DS36x4**	**Own AB**	**4-4¼x5**	**28.9**	L	**PS**	**Own**	**Own**	**Str**	G	**Spl**	**N-E‡**	**D. Own**	**Own AB**	**U**	**4**	**Spl**	**Own AB**	R	F	*9.25	**44.9***	B*	Own AB	Mer	Own	...	....	....
Master 41 A	....	**154°**	**S 36x5**	**S 36x10**	**Bud ETU**	**4-4¼x5½**	**28.9**	...	FP	.....	.....	Zen	..	Eis	.....	D. Ful	Ful G	A	4	Spl	Tim 6566	W	F	.....	.....	A	Tim	...	Ros	.....	.....	**6250**
Master 45	....	**154°**	**S 36x5**	**S 36x10**	**Jackson**	**4-4¼x6⅝**	**28.9**	..	FP	.....	.....	**Str**	..	Spl	.....	D. Ful	Ful G	A	10	Spl	Tim 65600	W	F	.....	.....	A	Tim	...	Ros	.....	.....	.....
McCarron B1	....	156	S 36x5	S 36x10	Con	4-4¼x4½	28.9	..	..	Own	Chi	Str	V	Bos-A	A-L	D. Ful	Ful	U	4	Blo	Tim 65600D	W	F	9.25	44.4	A	Tim 1544B	Mar	Ros	Smi	.....	5600
Menominee HX6	....	155°	P 34x7	P 36x8	Wau 6XK	6-3⅜x4½	33.7	L	FP	Wau	Per	Zen	V	A-L	A-L	P. B&B	Cot AU	U	4	Pic	Wis 6600	R	F	6.33	31.8	A	Shu 550	Tut	Ros	Ind	Fir	5950
National 23	3725	**178**	**P 36x6**	**DS36x6‡**	**Wau V**	**4-4x5**	**25.6**	L	PC	**Non**	**McK**	**Zen**	G	**Bos-A**	**Bos A**	**D. B-L**	**B-L 35**	**U**	**4**	**Spi**	**Tim 6566**	**W**	**F**	**8.5**	**45.5**	**A**	**Tim 1520**	**Mat**	**Ros**	**Van**	**Fir**	**5000**
§Noble 156	....	**176**	**P 32x6**	**DP32x6**	**Bud DW6**	**6-3¾x5**	**33.7**	L	**PC**	....	**Chi**	**Str**	V	**A-L**	**A-L**	**D. Ful**	**Ful**	**U**	**4**	**Blo**	**Tim 63500BX**	**W**	**F**	**6 25**	**32 4**	**R**	**Tim14703BX**	**Tut**	**Ros**	**Ind**	**Fir**	**4650**
Oshkosh K	3350	**146**	**P 36x8**	**P 36x8**	**Her OX**	**4-4x5**	**25.6**	L	**PC**	**Pie**	**Own**	**Zen**	V	**L-N**	**L-N**	**D. B-L**	**B-L 51**	**U**	**4**	**Blo**	**Own K**	**B**	**F**	**8.00**	**43.0**	**B***	**Own K**	**Tut**	**Ros**	**Cla**	**Gdy**	**500**
Oshkosh KK	3450	**165**	**P 36x8**	**P 36x8**	**Her OX**	**4-4x5**	**25 6**	L	**PC**	**Pie**	**Own**	**Zen**	V	**L-N**	**L-N**	**D. B-L**	**B-L 51**	**U**	**4**	**Blo**	**Own K**	**B**	**F**	**8.00**	**43.0**	**B***	**Own K**	**Tut**	**Ros**	**Cla**	**Gdy**	**5600**
Oshkosh M	2790	**146**	**S 36x6‡**	**S 36x8‡**	**Her OX**	**4-4x5**	**25.6**	L	**PC**	**Pie**	**Own**	**Zen**	V	**Opt**	.....	**D. B-L**	**B-L 51**	**U**	**4**	**Blo**	**Wis F65B**	**R**	**F**	**9.25**	**49 5**	**A***	**Wis 20**	**Tut**	**Han**	**Van**	**Gdy**	**5275**
Oshkosh MM	2890	**170**	**S 36x6‡**	**S 36x8‡**	**Her OX**	**4-4x5**	**25 6**	L	**PC**	**Pie**	**Own**	**Zen**	V	**Opt**	.....	**D. B-L**	**B-L 51**	**U**	**4**	**Blo**	**Wis F65B**	**R**	**F**	**9.25**	**49 5**	**A***	**Wis 20**	**Tut**	**Han**	**Van**	**Gdy**	**5350**
Relay 50A	....	**156°**	**P 36x6**	S 40x10	Bud DW6	**6-3¾x5**	33.7	L	FP	Non	Own	Zen	V	**Eis**	D-R	**P. B&B**	**Own**	**U**	**4**	Blo	Relay	..	F	8.53	44 3	B	Tim 15302	Bea	Ros	Int	Fir	7040
Republic 60	....	**163°**	**P 32x6**	DP32x6	Lyc TF	**6-3⅝x5**	31 5	L	PC	Non	Own	Zen	V	A-L	A-L	**D. Ful**	**Ful**	U	3	U-M	Eat	B	¾	**5.5**	22 0	B*	**Eat**	Mat	Han	Van	Fir	**4600**
Republic 58	....	122	P 32x6	DP32x6	Lyc C4	4-4x5	25.6	L	PC	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	U	3	U-M	Eat	B	¾	6.87	27.5	B*	Eat	Mat	Han	Van	Fir	4300
Republic 58-6	....	122	P 32x6	DP32x6	Lyc 4SG	6-3¼x4½	25.3	L	PC	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	U	3	U-M	Eat	B	¾	6.87	27.5	B*	Eat	Mat	Han	Van	Fir	4300

Sandow	....	165	S 36x4	S 36x8	Bud EBU-I	4-4¼x5½	28.9	L	PC	Mon	Chi	Str	G	Bos-A	Non	D. B-L	B-L 35	U	4	Spi	Wis 6600	W	F	9.25	37.0	...	Tim 1540B	....	Ros	....	....	4600
Schacht T	...	166	S 34x5	DS34x5	Wau XK	6-3¾x4½	33.7	L	PC	Han	Own	Zen	G	L-N	L-N	D. Ful	Ful GU14	U	4	Spl	Wis	R	F	8.66	41.57	A*	Shu	Eat	Ros	Day	....	6200
Service 61	....	156°	S 36x4	S 36x10	Bud DW6	6-3¾x5	33.7	L	FP	Non	Own	Zen	V	Eis	D-R	P. B&B	B-L 51	U	4	Blo	Tim 65600D	W	F	7.75	41.5	B	Tim 15302	Bea	Ros	Int	....	6500
Standard 2½-3½K	....	147°	S 36x5‡	S 36x8	Con K4	4-4½x5¼	27.2	L	FP	Sim	Lon	Str	G	Eis	Bos A‡	B. B-L	B-L 35	A	4	Spl	Tim 65600SP	W	F	8.50	45.4	A*	Tim 15300	Det	Ros	Day	....	5400
Standard 2½-3½KS	....	147°	S 36x5‡	S 36x8	Con K4	4-4½x5¼	27.2	L	FP	Sim	Lon	Str	G	Eis	Bos A‡	D. B-L	B-L 55	A	4	Spl	Tim 65600SP	W	F	9.25	49.4	A*	Tim 15300	Det	Ros	Day	....	5488
Stewart 18X	2490	165	S 32x6	DS 32x6	Lyc TF	6-3¾x5	36.2	L	PC	Non	Lon	B&B	..	D-R	D-R	D. Lon	Ful	U	3	U-P	Tim	W	F	7.25	29.0	G	Tim	....	Det	Ros	Van	Fir	5150
§Studebaker 75 Jr	2410	158	B 32x6.75	B32x6.75	Own	6-3⅞x5	36.2	L	PC	Non	Lon	B&B	..	D-R	D-R	D. Lon	Ful	U	3	Spi	Eat	S	½	5.3	20.8	G*	Tor	Own	Ros	Van	Fir	4054
Twin City BW	2975	163½	S 36x5‡	S 36x10‡	Own TW	4-4½x6	28.9	H	PC	Own	Mod	Str	V	Bos-A	N-E‡	P. B&B	Ful G7	A	4	Spl	Cla 2D	I	D	8.00	38.4	..	Shu 550	Mat	Ros	Bim	Fir	5625
United 50	....	153	S 34x4	S 34x8	Her OX	4-4x5	25.6	L	PC	Non	Per	Str	G	Eis	A-L	D. B-L	B-L 35	U	4	Blo	Wis 6600	R	F	7.75	41.46	A*	Shu 510	Det	Ros	Van	.....	4800
United 50C6	....	153½	S 34x4	S 34x8	Con 6B	6-3¾x5	33.7	L	PC	Pie	Per	Zen	V	Eis	A-L	D. B-L	B-L 35	U	4	Blo	Wis 6600	R	F	7.75	41.46	A*	Shu 510	Det	Ros	Van	.....	5000
Valley Dispatch	....	160	P 32x6	DP32x6	Her OX	4-4x5	25.6	L	PC	.....	Chi	Zen	V	A-L	A-L	D. Ful	Ful SU12	U	3	Spi	Wis 6600	R	F	7.00	37.4	A	Shu	Tut	Lav	Ind	Fir	4940
Victor 60	....	156	S 36x4‡	S 36x8‡	Her OX	4-4x5	25.6	L	PC	Pie	Per	Zen	G	Eis	.....	D. Cov	CovRUP-4-C	U	4	U-M	Wis 8800	R	F	7.85	41.6	A	Shu 5550	Det	Ros	Smi	.....	5400
Wachusett L	....	170	S 36x5	S 36x10	Con L4	4-4½x5½	32.4	L	FP	Non	G&O	Zen	V	Bos-A	Bos-A	D. B-L	B-L 55	U	4	Spi	Tim 6560	W	F	7.75	41.5	*	Tim 1542	Sav	Ros	Smi	Fir	5200
Ward La France 2D	....	Opt	S 34x4	DS34x4‡	Wau V	4-4x5	25.6	L	PC	Wau	Own	Zen	V	Apo	A-L*	D. B-L	B-L 35	U	4	M.M	Tim 65600D	W	F	6 5	34.7	A	Shu	Mar	Ros	Hoo	.....	5100
White 51A	3750	170°	S 36x5‡	S 36x8‡	Own GRB	4-4¼x5¼	28.9	L	PC	Own	Own	Zen	V	.....	L-N‡	P. Own	Own GRBA	U	4	Spi	Own 51A	S	½	7.14	36.0	B*	Own	Own	Own	Own	.....	6256
Willys Knight 25	....	150	P 32x6	DP32x6	Own	6-3⅜x4¾	27.3	X	FP	Han	Own	Til	V	A-L	A-L	P. B&B	Ful GU	U	4	Blo	Wis 6617B	R	F	6.33	30.38	E*	Col	Mat	Ros	Van	Fir	4920
Witt-Will 8	3410	146	S 36x4‡	S 36x10	Con K4	4-4½x5¼	27.2	L	FP	Pie	Own	Zen	V	Bus-A	.....	D. B-L	B-L 55	U	4	Spl	Tim 65600D	W	F	8.25	40 0	A*	Tim 15300	She	Ros	Arc	Non	5300
Woods 51W4	...	160	S 36x5	S 36x10‡	Bud KBU-I	4-4x5¼	25 6	L	PC	Non	Own	Zen	V	.....	.....	D. B-L	B-L 51	A	7	The	Tim 65600D	W	F	8.5	80.7	A*	Shu	Tut	Ros	Bim	Fir	5700
World D-8	....	166	P 32x6	DP32x6	Con 15S	8-3x4¾	28.8	L	PC	Non	Mod	Zen	V	A-L	A-L	P. B&B	Ful KU10	U	4	Blo	Cla 720	S	½	7.00	45.5	B	Shu 5410	Own	Han	Van	Fir	5160
3 Ton																																					
Acorn 50	3250	156	S 36x5	S 36x10	Bud ETU	4-4¼x5½	28.9	L	PC	McC	Chi	Zen	G	Bos-R	....	D. B-L	B-L 51	U	4	Spi	Tim 65700	W	F	Opt	Opt	A	Tim 15300	Tut	Ros	.....	.....	5500
Acorn 50P	4000	156	P 34x7	DP34x7	Bud DW6	6-3⅜x5	33.7	L	FP	McC	Chi	Zen	G	A-L	A-L	D. B-L	B-L 51	U	4	Spi	Tim 65700	W	F	Opt	Opt	A	Tim 15300	Tut	Ros	.....	.....	5700
Armleder 60	....	152°	S 36x5‡	S 36x10‡	Bud EBU-I	4-4¼x5½	28.9	L	PC	Han	Lon	Zen	V	Bos-A	A-L	D. B-L	B-L	U	4	Spl	Tim	W	F	10.5	56.2	A*	Tim	Mar	Ros	Sml	Fir	5800
Armleder 60-6	....	158°	S 36x5‡	S 36x10‡	Bud BUS	6-4x5½	38 4	L	PC	Mon	Lon	Zen	V	A-L	A-L	D. B-L	B-L	U	4	Spl	Tim	W	F	8 5	45 5	A*	Tim	Mar	Ros	Smi	Fir	6100
Atterbury 27C6	....	168	P 34x7	DP34x7	Lyc TS	6-3⅞x5	36.2	L	FP	Non	Fed	Zen	V	Bos-A	A-L	D.B-L	B-L	U	4	Spi	Tim	W	F	7.2	38.7	A*	Tim	S.P.	Gem	Van	.....	5850
Atterbury 22C	....	156°	S 36x4‡	S 36x8	Con K4	4-4½x5¼	27.2	L	FP	Pie	Fed	Zen	V	Bos-A	A-L	D. B-L	B-L	A	4	Spi	Tim	W	F	9.25	49.4	A*	Tim	S.P.	Gem	Arc	Fir	5925
Autocar H	....	114	S 34x5	S 36x10	Own Y	4-4¼x5½	28.9	L	SP	Pha	G&O	Str	G	Bos-A	L-N‡	P. Own	Own J	A	4	Spi	Own J	R	F	8.72*	63.6	A*	Own J	S.P.	Ros	.....	.....	6000
Brockway K	....	153°	S 36x5‡	S 36x10‡	Con K4	4-4½x5¼	27.2	L	FP	K.P.	Bus	Zen	V	L-N	L-N	D. B-L	B-L 35	A	4	Spl	Tim 65600D	W	F	7.75	41.4	A*	Tim 15300	Row	Ros	Day	Non	5855
Brockway KW	....	170°	P 34x7	DP34x7	Wis H	6-4x5	38.4	H	PC	K.P.	G&O	Zen	V	L-N	L-N	D. B-L	B-L 51	U	4	Spi	Wis 6731	R	F	6 3	33.7	B‡	Shu 5550B	Row	Ros	Bud	Fir	6920
Brockway KR	....	156°	S 36x5‡	S 36x10‡	Con L4	4-4½x5½	32.4	L	FP	K.P	Bus	Zen	V	Eis	L-N	D. B-L	B-L 55	A	4	Spl	Tim 65700S	W	F	6.75	36.1	B*	Tim 15300	Row	Ros	Day	Non	6290
Chicago 30V	....	164°	S 36x5	S 36x10	Wau V	4-4x5	25.6	L	PC	Pie	Chi	Zen	G	Apo	Non	D. B-L	B-L 35	A	7	Pet	Tim 65660D	W	F	8.5	45.48	A	Tim 15302	Mat	Ros	Smi	....	6120
Chicago 30CU7	....	164°	S 36x5	S 36x10	Wau CU	4-4¾x5¾	30.6	L	PC	Pie	Chi	Zen	G	Apo	Non	D. B-L	B-L 55	A	7	Pet	Tim 65700S	W	F	9.25	87.9	A	Tim 15302	Mat	Ros	Smi	....	6970
Chicago 30CU4	....	164°	S 36x5	S 36x10	Wau CU	4-4¾x5¾	30.6	L	PC	Wau	Chi	Zen	G	Apo	A-L	D. B-L	B-L 35	A	4	Pet	Tim 65700SP	W	F	9.25	49.4	A	Tim 15302	Mat	Ros	Smi	Non	....
Clinton 55-6	....	159°	S 36x5	S 36x10	Wau CU	4-4¾x5¾	30.6	L	PC	Wau	Chi	Zen	G	Apo	A-L	D. B-L	B-L 55	A	4	Blo	Cla B720	B	½	7.1	29.4	A*	Shu 5430	Row	Ros	Van	Fir	5200
Clinton 55-6	....	160	P 32x6	DP32x6	Bud DW-6	6-3⅜x5	33.7	L	FP	Non	Mod	Zen	V	Spl	D-R	D. B-L	B-L 55	A	4	Blo	Tim 65600D	W	F	8.50	45 5	A	Tim 15302	Row	Ros	StM	.....	5925
Clinton 65	....	184	S 34x5‡	DS34x5‡	Wau CU	4-4¾x5¾	30 6	L	PC	Wau	Own	Zen	V	Bos-A	Bos A*	D. B-L	B-L 51	A	4	Spi	Tim 6566	W	F	9.25	49.4	A*	Tim 1544B	Per	Ros	Smi	Non	5850
Clydesdale 6	....	163°	S 36x5	DS36x5	Con L4	4-4½x5½	32.4	L	FP	Own	Own	Zen	V	Bos-A	Bos A*	D. B-L	B-L 51	A	4	Spi	Tim 6566	W	F	9.25	49.4	A*	Tim 15300	Per	Ros	Smi	Non	5700
Clydesdale 6X	....	163°	S 36x4	S 36x8	Con K4	4-4½x5¼	27.2	L	FP	Owp	Own	Zen	V	Bos-A	Bos A*	D. B-L	B-L 51	A	4	Spi	Tim 6566	W	F	9.25	49.4	A*	Tim 15300	Per	Ros	Van	Fir	6800
Coleman D-40	....	130	P 38x7	P 38x7	Bud DW6	6-3⅜x5	33.7	L	FP	Non	Per	Str	V	D-R	D-R	D. Ful	Ful RU16	U	8	Spl	Wis	R	F	8.33	159.00	E*	Wis	Det	Ros	Are	Fir	5800
Concord JX	....	175	S 34x7	DP 34x7	Bud BA6	4-4¼x5½	32.4	L	PC	Pie	Own	Zen	V	Eis	Opt	D. B-L	B-L 51	U	4	Blo	Tim 65700S	W	F	9 25	49.38	B	Tim 15300	Bea	Ros	Are	Fir	5800
Corbitt 64	....	168	S 36x4‡	S 36x10	Con L4	4-4½x5½	32.4	L	FP	Sim	Per	Zen	V	Eis	D-R‡	D. B-L	B-L 55	U	4	Spi	Tim 65700SP	W	F	9.25	55.1	A‡	Tim 5550	Mat	Ros	Sml	.....	6160
Corbitt 66	....	168	P 34x7	DP34x7	Con 20R	6-4½x4¾	40.8	H	FP	Non	Per	Zen	V	D-R	D-R	D. B-L	B-L 55	A	7	Spi	Tim 65700D	W	F	7.75	73.6	A‡	Tim 15300	Mat	Ros	Smi	.....	6800
Day-Elder J	....	156°	S 36x5‡	S 36x10	Bud EBU	4-4¼x5½	28 9	L	PC	Bud	Bus	Zen	V	D-R	D-R	D. Ful	Ful GU12	U	4	Spi	Tim 65600D	W	F	8.50	44.4	A	Tim 15302	Bea	Ros	Van	.....	6500
Day-Elder J6	....	156°	P 36x6	DP 36x6	Bud DW6	6-3⅜x5	33.7	L	PC	Bud	Bus	Zen	V	D-R	D-R	D. Ful	Ful GU12	U	4	Spi	Tim 65600D	W	F	9.25	44.4	A	Tim 15302	Bea	Ros	Van	.....	6500
Denby 35	....	155	S 36x4	S 36x8	Con K4	4-4½x5¼	27.2	L	PC	..	Lon	Zen	G	Eis	..	D. Ful	Ful	A	4	U-P	Cla	I	D	8.15	45 3	..	Con	Det	Ros	Smi	.....	5090
Diamond T-U5S	....	161	S 36x5	S 36x10	Her L	4-4½x5¾	32.4	L	PC	Pie	G&O	Str	G	Apo	A-L	D Cov	Cov RAD4	A	4	Spi	Tim 65700D	W	F	8 5	44.2	A*	Tim 15300	Mat	Ros	Day	....	6600
Dixon	4200	156	S 36x5	S 36x10	Her G	4-4¾x5¾	36.1	L	PS	Pie	G&O	Zen	V	Eis	D-R	D. Ful	Ful HU	U	4	Spi	Tim 65700D	W	F	7.75	44.0	A	Shu 610	S.P.	Ros	Day	....	6100
Double Drive TT	4000	144	S 36x6‡	S 36x6‡	Bud ETU	4-4¼x5½	28 9	L	PC	Pie	Lon	Zen	V	Spl	Opt	D. Det	Own D. T. P	A	4	Own	Wis 8800A	R	F	8.50	39.5	B*	Own FTT	Tut	Ros	Std	.....	6250
Douglas	....	156°	S 36x5‡	S 36x10‡	Bud YBU-I	4-4½x6	32.4	L	PC	Opt	Own	Zen	V	Bos-R	Opt	D. Ful	Ful RU-16	U	4	Blo	Wis 8800A	R	F	7.25	34 8	A‡	Shu 550	Tut	Ros	Van	Non	6500
Douglas	....	156°	P 36x6	DP38x7	Bud BUS	6-4x5¼	38 4	L	PC	Opt	Own	Zen	V	Bos-R	Opt	D. Ful	Ful RU-16	U	4	Blo	Wis 8800A	R	F	7.25	59.6	A‡	Shu 550	Tut	Ros	Van	Fir	6800
Douglas	....	186	P 36x6	DP38x7	Bud BUS	6-4x5¼	38 4	L	PC	Opt	Own	Zen	V	Bos-R	N-E	D. Ful	Ful H	A	7	Blo	Wis 1400	R	F	7.85	84.0	A‡	Shu 550	Tut	Ros	Van	Fir	7560
Douglas Spl	....	210	P 38x7	DP 38x7	Bud BA6	6-4½x5⅛	40.8	L	PC	Opt	Own	Zen	V	Eis	A-L	D. B-L	B-L 55	A	7	Pet	Tim 65700	W	F	8.5	45.5	A*	Shu 5550	Tut	Ros	Smi	Fir	5300
Duplex FAC	....	166	S 34x5	S 36x8	Bud EBU I	4-4¼x5½	28 9	L	PS	Non	Mod	Zen	V	Eis	A-L	D. B-L	B-L 55	A	7	Pet	Tim 65700	W	F	8.5	81.0	A*	Shu 5550	Tut	Ros	Smi	Fir	5500
Duplex SAC	....	166	S 34x5	S 36x8	Bud BA6	6-4½x5⅛	40 8	L	FP	Non	Mod	Zen	V	Eis	A-L‡	D. Cov	Cov RUP4C	U	4	Pet	Wis 8800A	R	F	8.8	31.8	A*	Col 7000	Cha	Ros	Smi	Fir	5150
Eagle 105	....	130°	S 34x5‡	S 34x8‡	Bud KTU	4-4x5¼	25.6	L	PC	Opt	Own	Zen	G	Eis	A-L	D. B-L	B-L 55 & 60	U&A	7	Spi	Tim 65700	W	F	5.19	93.31	A	Tim 15302	U.S.	Ros	K-B	Fir	7820
Fageol 340	4450	182°	P 36x6	DP 36x6	Wau CU	4-4¾x5¾	30.6	L	PC	Wau	Own	Zen	V	Bos-R	D-R	D. B-L	B-L 55&60	U&A	7	Spi	Tim 65700	W	F	5.19	93.31	B‡	Tim 15302	U.S.	Ros	K-B	Fir	8080
Fageol 370	4800	182°	P 36x6	DP36x6	Wau KS	6-4x4¾	38.4	L	PC	Wau	Own	Zen	V	Bos-R	D-R	D. B-L	B-L 55	A	7	Pet	Tim 65600SP	W	F	8.5	80.75	B	Own	Mat	Gem	Day	.....	5300
Federal U5	....	157	S 36x4‡	DS36x4‡	Con K4	4-4½x5¼	27.2	L	FP	Pie	Own	Zen	V	Eis	D-R	P B&B	B-L 55	A	4	Spl	Tim 6570D	W	F	8.5	....	A	Tim 1544	Mar	Ros	Opt	Opt	5900
F.W.D.B	4200	124°	S 36x6	S 36x6	Own A	4-4¾x5½	36.1	T	PC	Pie	McC	Str	G	Eis	N-E	O-H-S	Cot DAF	A	3	Own	Own B	B	F	8.9	35.6	B	Own B	Tut	Ros	Bim	....	6460
General Motors K-56	3830	133½	S 36x5	S 36x12	Own 89	4-4½x6½	32.4	L	FP	K.P.	McC	Mar	V	Eis	D-R	D. Own	Own	U	7	Own	Tim 65700	W	F	8 5	66 6	A‡	Tim 15300	Arm	Jac	Day	Fir	6800
Gotfredson 60	....	154	S 36x5‡	S 36x12‡	Bud EBU-I	4-4¼x5½	28.9	L	PC	Pie	McC	Zen	V	Bos-R	D-R	D. B-L	B-L 55 Max	A	7	Spl	Tim 65700SP	W	F	9.25	87.9	A	Tim 15302	Det	Ros	Day	Fir	6825
Gotfredson 66	....	166½	S 36x6‡	S 36x12‡	Bud BA6	6-4½x5⅛	40.8	L	PC	Pie	McC	Zen	V	Bos-R	D-R	D. B-L	B-L 55 Max	A	7	Spl	Tim 65700SP	W	F	9 25	87.9	B	Tim 15302	Det	Ros	Day	Fir	6800
Gramm 35	4160	153°	S 36x5‡	S 36x10‡	Her L	4-4½x5¾	32 4	L	PC	Pie	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 8800	R	F	6.33	115.5	B*	Wis 30	Mat	Ros	Smi	Non	7100
Gramm 35	4440	153°	S 36x5‡	S 36x10‡	Lyc TS	6-3⅞x5	36.2	L	FP	Han	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	4	Blo	Wis 8800	R	F	6.33	115 5	B*	Wis 30	Mat	Ros	Smi	Non	7100
Gramm 38 low bed	4160	153°	S 36x5‡	S 36x10‡	Lyc TS	6-3⅞x5	36.2	L	FP	Han	Own	Zen	V	A-L	A-L	D. Ful	Ful G7	A	8	Own	She	W	½	7 75	63 7	B*	She	Per	Ros	Sml	Fir	6560
Gramm-Bernstein 30	....	150	S 36x5	DS36x5	Con L4	4-4½x5½	32.4	L	PC	Non	Chl	Str	V	A-L	A-L	D. B-L	B-L 35	U	4	M.M.	Cla 720	S	½	7.00	30 6	B*	Shu 5430	Det	Ros	Van	Gdy	4800
Grass Premier 50-6	....	164	P 32x6	P 34x7	Lyc TS	6-3⅞x5	36.2	L	PC	Non	Chl	Str	V	A-L	A-L	D. B-L	B-L 51	U	4	Spi	Wis 88EF	W	F	7.75	42.0	.	Shu 5550	Mer	Ros	Van	Non	5600
Guilder H	....	160	S 36x5	DS36x5‡	Bud EBU-I	4-4¼x5½	28.9	L	PC	Pie	G&O	Zen	G	Eis	Bos-A	D. B-L	B-L 51	U	4	Spi	Wis 660	R	F	7.75	41.46	..	Shu 5550	Mer	Ros	Van	Fir	4200
Guilder E6	3450	160	P 32x6	S 36x10	Bud DW6	6-3⅜x5	33.7	L	FP	Non	G&O	Zen	V	D-R	D-R	D. B-L	B-L 51	U	4	Spl	Tim 6570D	W	F	8.5	....	A	Tim 1544	Mar	Ros	Opt	Opt	5900
Hahn L	....	146°	S 36x5	S 36x10	Con L4	4-4½x5½	32.4	L	FP	Pha	Chl	Str	G	Bos-R	D-R	D. B-L	B-L	U	4	Spl	Tim 65700D	W	F	....	....	A*	Tim 15300B	....	Ros	.....	.....	6350
Hendrickson T	3600	.....	S 36x5	S 36x10	Bud ETU	4-4¼x5½	28.9	L	FP	McC	Chi	Zen	G	Spl	.....	D Ful	Ful G7	A	8	Pic	Tim 65700D	W	F	....	....	A*	Tim 15300B	....	Ros	.....	.....	6000
Hug 40	....	150°	P 34x7	DP34x7	Bud DW6	6-3⅜x5	33.7	L	PC	....	You	Zen	V	Eis	D-R	D. Ful	Ful GOG	A	8	Blo	Cla B720	S	½	7.00	57.5	A	Shu 550	Cha	Ros	Van	Fir	6000
Hug 80	....	1271½	P 36x6	DP36x6	Bud DW6	6-3⅜x5	33 7	L	PC	Han	You	Zen	V	Eis	D-R	D. B-L	B-L 51	A	5	Blo	Wis 8800B	R	F	8.6	81.7	A	Shu 550	Cha	Ros	Van	Sei	6400
Indiana 26	....	162°	S 36x4	S 36x8	Her L	4-4½x5¾	32.4	L	PC	Pie	McC	Str	V	Eis	A-L†	P. B&B	B-L 55 Max	A	7	Spi	Own	W	½	8.5	80 7	A*	Shu	Bea	Ros	.....	.....	7350
Indiana 126	....	162°	S 36x5	S 36x10	Her L	4-4½x5¾	32.4	L	PC	Pie	McC	Str	V	Eis	A-L†	P. B&B	B-L 55 Max	A	7	Spi	Tim 65700D	W	½	8.5	80 7	B*	Shu 5550	Bea	Ros	.....	.....	7400
Indiana 626	....	162°	S 36x5	S 36x10	Her L	4-4½x5¾	32.4	L	PC	Pie	McC	Str	V	Eis	A-L†	P. B&B	B-L 55 Max	A	7	Spi	Tim 65700D	W	F	7.75	73.6	B*	Shu 5550	Bea	Ros	.....	.....	7625
Indiana 126	....	168°	S 36x5	S 36x10	Wis H	6-4x5	38.4	H	FP	K.P	Lon	Str	V	Eis	A-L†	P. B&B	B-L 55 Max	A	7	Spi	Tim 65700D	W	½	8.5	80 7	B*	Shu 5550	Bea	Ros	.....	.....	7400
Indiana 626	....	168°	P 38x9	Wis HB	6-3⅞x5	33.7	H	FP	K.P	Lon	Str	V	A-L	A-L	P. B&B	B-L 55	U	4	Spi	Cla 720	S	½	7.00	42 8	A*	Shu 5550	Bea	Ros	Van	Fir	6500
Indiana 627	....	168°	P 32x6	P 34x7	Wis H	6-4x5	38 4	H	FP	K.P	Lon	Str	V	A-L	A-L	P. B&B	B-L 55	U	4	Spl	Cla 720	S	½	6.28	42 8	A*	Shu 5550	Bea	Ros	Bud	Fir	6585
Indiana 628	....	216	P 34x7	DP34x7	Wis H	6-4x5	38 4	H	FP	K.P	Lon	Str	V	A-L	A-L	P. B&B	B-L 55	U	4	Spl	Cla 720	S	½	8.00	42.8	A*	Shu 5550	Bea	Ros	Sml	.....	6490
Indiana 127	....	162°	P 36x5	P 36x10	Her L	4-4½x5¾	32.4	L	PC	Pie	Lon	Str	V	Eis	A-L†	P. B&B	B-L 51	U	4	Spi	Cla 720	S	½	7.00	41.72	A*	Shu 5550	Bea	Ros	.....	.....	5300
Indiana 127A	....	141	P 32x6	DP34x7	Her K	4-4¼x5¾	28.9	L	PC	Pie	Lon	Str	V	Eis	A-L†	P. B&B	B-L 51	U	4	Spi	Cla 720	S	½	7.00	41.72	A*	Shu 5550	Bea	Ros	.....	.....	5500
Indiana 627A	....	147	P 32x6	DP34x7	Wis HB	6-3⅞x5	33.7	I	FP	K.P.	Lon	Str	V	Eis	A-L†	P. B&B	B-L 51	U	4	Spi	Cla 720	S	½	7.00	41.72	A*	Shu 5550	Bea	Ros	.....	.....	5500
Int. Harvester 63	....	140	S 36x5‡	S 36x8‡	Own 63	4-4¼x5	28.9	H	SP	Own	Own	Zen	G	Bos-R	D-R‡	D. Own	Own 63	U	4	Own	Own 63	I	D	9.00	53.1	B*	Own 63	S.S.	Own	Own	Fir	5660
Kenworth J	3750	172	S 36x5	S 36x10	Bud EBU	4-4¼x5½	28.9	L	PC	Non	Own	Zen	V	Bos-R	D-R	D. B-L	B-L 51	U	4	Spl	Tim 65700S	W	F	7.75	46.8	A*	Tim 15302	Lah	Ros	Sml	.....	6300
KenworthG	3450	172	P 32x6	DP32x6	Bud DW6	6-3⅜x5	33 7	L	PC	Non	Chi	Zen	V	D-R	D-R	D. B-L	B-L 35	U	4	Spl	Cla B720	B	½	6.25	33.4	A*	Tim 15302	Lah	Ros	Bud	.....	5200
King Zeitler 60	....	156°	S 36x5‡	S 36x10	Con K4	4-4¼x5¼	27 2	L	FP	Pha	Chl	Str	G	Eis	A-L	D. B-L	B-L 51	A	4	Blo	Tim 65700D	W	F	9 25	49 5	A*	Tim 15302	Tut	Ros	StM	....	6200

Key of abbreviation, page 48

Trade Name and Model	General: Chassis Price	General: Standard Wheelbase (inches)	General: Tire Size: Front (inches)	General: Tire Size: Rear (inches)	Engine: Make and Model	Engine: Number of Cylinders Bore and Stroke	Engine: N.A.C.C. Rated H.P.	Engine: Valve Arrangement	Engine: Oiling System	Engine: Governor (Make)	Engine: Radiator (Make)	Engine: Fuel System: Carburetor (Make)	Engine: Fuel System: Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Type and Make	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Universals (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Gear Ratios: Total Reduction in High	Gear Ratios: Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
3 Ton—Cont'd																																
King Zeitler 62A	....	.....	P 34x7	DP34x7	Con 6B	6-3¾x5	33.7	L	PC	Han	Chi	Zen	G	Bos-R	Bos-R	D. B-L	B-L 55 Max	A	7	Blo	Tim 65700SP	W	F	7 75	73.6	B*	Tim 15302	Tut	Ros	Bud	Fir	6200
Kleiber Speed	4000	190	P 34x7	DP34x7	Con 6B	6-3¾x5	33.7	L	FP	Non	Own	Str	G	Bos-R	Bos-R	D. B-L	B-L 55	U	4	Spl	Tim 65600	W	F	7.75	41.5	A	Tim 15302	Bet	Ros	Cal	Fir	6200
Kleiber	4100	163	S 36x5	DS36x5‡	Con L4	4-4½x5½	32.4	L	FP	Non	R-T	Str	V	Bos-R	Bos-A	D. B-L	B-L 60	.....	4	.....	Tim 65700D	...	...	.....	.....	...	Tim 1544B	Bet	Ros	Sml	.....	.....
Kleiber Spec	4350	163	S 36x5	S 36x12	Bud BUS	6-4x5¼	38 4	L	PC	Non	R-T	Str	V	Bos-R	Bos-A	D. B-L	B-L 60	.....	4	.....	Tim 65700SP	...	...	.....	.....	...	Tim 1544B	Bet	Ros	Sml	.....	.....
Lange H	4250	156	S 36x5	S 36x10	Con 6B	6-3¾x5	33 7	L	PS	Non	Own	Str	V	Apo	Non	D. B-L	B-L 55	U	4	Pet	Tim 65700D	W	F	10.5	56.2	A	Tim 1544B	S. P.	Ros	Hoo	Opt	6850
Lange E3	3850	149½	S 36x5	S 36x10	Con K4	4-4½x5¼	27.2	L	FP	Non	Own	Str	V	Apo	Non	D. B-L	B-L 51	A	4	Pet	Tim 65700D	W	F	10.5	56.2	A	Tim 1544B	S. P.	Ros	Hoo	Opt	5950
Lange M	....	140	P 36x6	P 40x10	Her YXC	6-4⅜x4¾	45.9	L	PC	Non	Own	Zen	V	Bos-R	Non	D. B-L	B-L 60	A	7	Pet	Wis 1418	R	F	9.12	86.6	A*	Tim 15300	S.P.	Ros	Van	Fir	6950
Lange H-1	....	156	S 36x5	S 36x10	Her YXB	6-4x4¾	38.4	L	PC	Non	Own	Zen	V	Bos-R	Non	D. B-L	B-L 55	U	4	Spl	Tim 65700D	W	F	9.33	50.0	A*	Tim 15300	S.P.	Ros	Hoo	Opt	6850
Larrabee XH25	....	173°	P 32x6	DP32x6	Con 6B	6-3¾x5	33 7	L	PC	Opt	Fed	Zen	G	D-R	D-R	D. B-L	B-L 35	U	4	Spl	Tim 65600	W	F	8.5	36.2	A	Shu 5550	Eat	Ros	Sml	Fir	5650
Maccar 64	...	177	S 36x5	DS36x5	Bud YBUI	4-4½x6	32.4	L	PC	Pie	Own	Zen	V	D-R	D-R	D. B-L	B-L 55	A	4	Spl	Tim 65700S	W	F	8.5	45.4	A‡	Tim 15302	Row	Ros	Day	.....	7500
Maccar 66	...	177	S 36x5	DS36x5	Bud BUS	6-4x5⅛	38.4	L	PC	Pie	Own	Zen	V	D-R	D-R	D. B-L	B-L 55	A	4	Spl	Tim 65700S	W	F	8.5	45 4	A‡	Tim 15302	Row	Ros	Day	.....	7500
National 40	4350	169	P 36x6	P 36x10	Wau CU	4-4⅜x5¾	30.6	L	PC	Wau	McK	Zen	G	Bos-A	Bos-A	O. H-S	B-L 51	A	4	Spl	Tim 6570D	W	F	8.5	45.5	A	Tim 1544B	Mat	Ros	Van	Fir	6200
National 41	4500	179	P 36x6	P 36x10	Wau CU	4-4⅜x5¾	30.6	L	PC	Wau	McK	Zen	G	Bos-A	Bos-A	O. H-S	B-L 51	A	4	Spl	Tim 6570D	W	F	10.5	45.5	A	Tim 1544B	Mat	Ros	Van	Fir	6300
Noble 164	....	168	S 36x5	S 36x10	Bud EBU	4-4¼x5½	28.9	L	PC	Pie	Chi	Str	V	Eis	.....	D. Ful	Ful	A	4	Blo	Tim 65702D	W	B	9.25	44.4	A	Tim 15300	Tut	Ros	Sml	Fir	6150
Noble 166	....	190	P 34x7	DP34x7	Bud BUS	6-4⅜x5⅛	40.8	L	PC	Pie	Chi	Str	V	A-L	A-L	D. Ful	Ful	A	4	Blo	Tim 65702D	W	B	6.75	32.4	A	Tim 15300	Tut	Ros	Ind	Fir	6475
Oshkosh H	4175	146	Opt	Opt	Her L	4-4½x5¾	32.4	L	PC	Pie	Own	Zen	V	Opt	.....	D. B-L	B-L 55	A	7	Blo	Own H	R	F	9.25	49.5	B*	Own H	Tut	Han	Cla	Gdy	6975
Oshkosh HH	4275	165	S 36x6‡	S 36x8‡	Her L	4-4½x5¾	32.4	L	PC	Pie	Own	Zen	V	Opt	.....	D. B-L	B-L 55	A	7	Blo	Own H	R	F	9.25	49.5	B*	Own H	Tut	Han	Cla	Gdy	7085
Pierce-Arrow XB	3750	150	S 36x5‡	DS36x5‡	Own XB	4-4x5½	35 6	T	FP	Own	Own	Str	P	D-R	D-R	D. Own	Own XB	A	4	Spi	Owo XB	W	½	9.25	48.1	A*	Own XB	S P	Own	Bet	Opt	6280
Rehberger B	....	162	S 36x5	S 36x10	Bud YBU	4-4½x6	32 4	L	PC	K.P	Bus	Zen	V	Eis	D-R	D. B-L	B-L 51	U	4	Spi	Tim 6566	W	F	8.5	46.2	A*	Shu 5550	Del	Ros	Van	Fir	6460
Reo GA	1985	159	P 32x6	DP 32x6	Own	6-3⅞x5	24.3	D	PS	Non	Own	Sch	V	N-E	N-E	D. B-L	W-G	U	4	Pet	Own	S	F	6.22	41.5	E†	Own	S.S.	Own	Van	Fir	4560
Republic 25	...	165°	S 36x5	S 36x10	Con K4	4-4½x5¼	27 2	L	FP	Pha	Own	Zen	V	Bos-A	A-L	D. Ful	Ful	U	4	U-M	Eat	I	D	8.40	40.3	B*	Eat	Mat	Jac	Van	Fir	5800
Republic 25W	...	165°	S 36x5	S 36x10	Wau CU	4-4⅜x5¾	30.6	L	PC	Wau	Own	Zen	V	Bos-A	A-L	D. Ful	Ful	U	4	U-M	Eat	I	D	8.40	40.3	B*	Eat	Mat	Jac	Van	Fir	5800
Republic 65	....	179°	P 34x7	DP34x7	Lyc TS	6-3⅞x5	36.2	L	PS	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	U	4	U-M	Eat	R	F	7.5	36.0	G*	Eat	Mat	Han	Van	Fir	6100
§Schacht LN6W	...	160	S 36x5	S 36x12	Wau KU	6-4¼x4¾	43.3	L	PC	Han	Own	Zen	G	Bos-A	Non	D. B-L	Ful	A	4	Spl	Own	R	F	10.3	65.0	A‡	Own	Eat	Own	Day	.	7500
Selden Roadmaster 47	....	165	P 32x6	DP 32x6	Con 6B	6-3¾x5	33 7	L	FP	Non	Own	Str	V	D-R	Bos-A	D. B-L	B-L 35	U	4	.....	Cla 720	S	½	Opt	Opt	A	Shu	.....	Ros	Van	Fir	5500
Sterling DW14-64	....	163	S 36x4	S 36x8	Own 6XK	6-3¾x4½	33 7	L	PC	Wau	Own	Zen	V	Eis	L-N	D. B-L	B-L 51	U	4	Spi	Tim 65600	W	F	9.25	49.4	B*	Tim 15300	Mat	Ros	Hoo	.....	5625
Stewart 15X	3490	165	S 36x5	S 36x10	Lyc TS	6-3⅞x5	36.2	L	PS	Han	Mod	Str	V	D-R	D-R	D. Ful	Ful	U	4	Spi	Tim	W	F	7.25	43.2	E	Sal	Own	Ros	Van	Fir	5375
§Studebaker 76 Spec	2775	184	B32x6.75	B32x6.75	Own	6-3⅞x5	36.2	L	PC	Non	Lon	B&B	...	D-R	D-R	D. Lon	Ful	U	3	Spi	Eat	S	½	5.3	20.8	G*	Tor	Own	Ros	Van	Fir	4765
United 40D	....	124	P 34x7	DP34x7	Her OX	4-4x5	25 6	L	PC	Non	Per	Zen	G	Eis	A-L	D. B-L	B-L 35	U	4	Blo	Wis 6600	R	F	7.75	41.46	A*	Shu 510	Det	Ros	Van	Fir	5200
U. S 30	3375	Opt	S 36x5	S 36x10	Bud DW	6-3¾x5	33.7	L	PC	Non	Own	Str	V	A-L	A-L	D. B-L	B-L 51	A	4	Blo	Tim 65700SP	W	F	8 5	45.5	B	Shu 5550	.....	Ros	Ont	.....	6300
U. S 31	3275	156°	S 36x5	S 36x10	Bud EBU-I	4-4¼x5½	28.9	L	PC	Pie	Own	Str	V	Spl	A-L	D B-L	B-L 51	A	4	Blo	Tim 65700SP	W	½	8.5	45.5	B	Shu 5550	.....	Lav	Day	.....	6000
Valley	....	Opt..	S 36x6	S 36x10	Her K	4-4¼x5¾	28.9	L	PC	.....	Chi	Str	V	D-R	D-R	D. Ful	Ful Gu	U	4	Spi	Wis	R	F	7.75	41.46	A	Shu	Tut	Ros	Opt	Fir	6340
Ward La France 2B	....	Opt	S 36x5	DS36x5	Wau CU	4-4¾x5¾	30.6	L	PC	Wau	Own	Str	G	Apo	A-L	D. B-L	B-L 51	A	4	Spi	Tim	W	F	7.25	38.8	A‡	Tim	Mar	Ros	Day	.....	5900
Ward La France 2B6	....	Opt..	P 36x6	DP36x6	Wau 6KU	6-4¼x4¾	43.3	L	FP	Wau	Own	Zen	V	Bos-R	A-L	D. B-L	B-L 51	A	4	Spi	Tim	W	F	7.25	38.8	B‡	Shu 5550	Mar	Ros	Van	.....	.....
White 58	4400	180°	S 36x5‡	DS36x5‡	Own GRB-I	4-4¼x5¾	28.9	L	FP	Own	Own	Zen	V	L-N‡	L-N‡	P. Own	Own 2B1	U	4	Spi	Own	R	F	7.6	49.7	B*	Own	Own	Own	Own	.....	7250
Witt Will 8S	3740	168°	S 36x4‡	S 36x10	Con K4	4-4½x5¼	27 2	L	FP	Pie	Own	Zen	V	Eis	D-R	D. B-L	B-L 55	U	4	Spl	Tim 65700D	W	F	9.25	40.0	A*	Tim 15300	She	Ros	Arc	Non	5700
Witt Will S-L	4750	Opt..	S 36x5	S 36x10	Con L4	4-4½x5½	32.4	L	FP	Pie	Own	Zen	V	Eis	D-R	D. B-L	B-L 55	U	4	Spi	Tim 66600	W	F	Opt	Opt	A*	Tim 16600	Mat	Ros	Arc	.....	5850
Woods 52 W 6	....	160	P 34x7	P 36x8	Bud DW6	6-3¾x5	33.7	L	PC	Non	Chi	Zen	V	D-R	D-R	D. B-L	B-L 55	A	7	The	Tim	W	F	7.75	.....	A*	Shu	Tut	Ros	Van	Fir	6000
3½ Ton																																
Acme 74	....	173	S 36x5	S 36x10	Con L4	4-4½x5½	32 4	L	FP	Pie	Per	Zen	V	Bos-A	A-L	D. Ful	Ful H	A	8	Blo	Tim 65700	W	F	8.5	53.55	A*	Tim 15300	Det	Ros	Smi	.....	6250
Acme 76	....	179⅜	S 36x5	S 36x10	Con 8T	6-4¼x5¼	40 8	L	FP	Pie	Per	Zen	V	Bos-A	A-L	D. Ful	Ful H	A	8	Blo	Tim 65700	W	F	7.75	48.8	A*	Tim 15300	Det	Ros	Smi	.....	6450
American La France Y	4950	Opt	S 36x5	DS36x5	Own 3R	4-4¾x6	28.9	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 3R	A	4	Own	Own 5R	W	F	8.8	47.8	B*	Own 3R	Mer	.....	Day	Non	8600
Autocar H	....	114°	S 34x5	S 36x10	Own Y	4-4¼x5½	28.9	L	SP	Pha	G&O	Str	G	Bos-A	L-N‡	P. Own	Own J	A	4	Spi	Own J	R	F	8.72	63.6	A*	Own J	S.P.	Ros	.....	.....	6000
Biederman	....	180°	S 36x6	S 36x12	Con 6B	6-3¾x5	33.7	L	PC	Han	Own	Zen	G	D-R	D-R	D. B-L	B-L 51	U	4	Spl	Tim	W	F	9.5	52.0	A*	Shu	Mat	Ros	Bet	Non	7000
Clinton 85-6	....	190	P 34x7	DP34x7	Bud BUS	6-4x5½	38.4	L	FP	Non	Own	Str	V	Spl	D-R	B-L	B-L 55	A	4	Blo	Tim 65600SP	W	F	7.75	73.6	B*	Tim 15302	Row	Ros	Van	Fir	5975
Clydesdale 4	....	177°	S 36x6	DS40x6	Con B5	4-4¾x6	36.0	L	FP	Own	Own	Zen	V	Bos-A	Bos A*	D. B-L	B-L 60 Max	A	7	Spi	Tim 6666	W	F	10.3	98.16	A*	Tim 16300	Per	Ros	Smi	Non	7500
Clydesdale 4X	....	177°	S 36x5	DS40x5	Con L4	4-4½x5½	32.4	L	FP	Own	Own	Zen	V	Bos-A	Bos A*	D B-L	B-L 60 Max	A	7	Spi	Tim 6666	W	F	10.3	98.16	A*	Tim 16300	Per	Ros	Smi	Non	7300
Defiance B3	....	160	P 32x6	DP32x6	Con 6B	6-3¾x5	33.7	L	FP	Non	Own	Zen	V	Bos-A	Bos-A	D. Ful	Ful GU12	U	4	Spi	Wis 8817A	R	F	7.24	34.7	A*	Tim	Det	Ros	Van	Fir	6500
Diamond T K2	....	170	S 36x5	DS36x5	Her L	4-4½x5¾	32 4	L	PC	Pie	G&O	Str	G	Apo	A-L	D. Cov	Cov SB	A	4	Spi	Tim 66600D	W	F	10.33	52.4	A*	Tim 17300	Mat	Ros	Day	Non	7900
Diamond T K36	....	171½°	S 36x5	S 36x10	Her YXC	6-4⅜x4¾	45.9	L	PC	K.P.	G&O	Zen	G	.....	A-L	D. Cov	Cov	A	4	Spi	Tim	W	F	10.3	52.2	A*	Tim	Mat	Ros	Day	.....	8300
Dixon	4500	160	S 36x5	S 36x10	Her G	4-4¾x5¾	36 1	L	PC	Pie	G&O	Zen	V	Eis	D-R	D. Ful	Ful	U	4	Spi	Tim 6666	W	F	8.75	45.0	A	Shu 610	S.P.	Ros	.....	.....	6600
Duplex EF	....	130	S 36x8	S 36x8	Bud EBU-I	4-4¼x5½	28 9	L	PS	Non	Lon	Zen	V	Eis	A-L	D B-L	B-L	U	8	Pet	Own	I	..	8.00	86.0	A*	Own	Tut	Woh	Bim	.....	6500
Federal UL7	....	163	S 36x5	S 36x10	Con 14	4-4½x5½	32.4	L	FP	Pie	Own	Zen	V	Eis	D-R	P. B&B	B-L 55	A	7	Pet	Tim 65700SP	W	F	8.5	80 75	B	Own	Mat	Gem	Day	.....	6600
Federal 2K6	....	191	P 34x7	DP34x7	Wau 6KS	6-4x4¾	38 4	L	FP	Wau	Own	Zen	V	Eis	D-R	P. B&B	B-L 55	A	7	Pet	Tim 65700SP	W	F	6.8	64.12	B	Own	Mat	Gem	Bud	.....	6700
Federal 3B6	....	190	P 34x7	DP34x7	Con 6B	6-3¾x5	33.7	L	PC	Non	Mod	Zen	V	Eis	D-R	P. B&B	B-L 55	A	7	Pet	Tim 65700SP	W	F	6.8	64.12	B	Own	Mat	Gem	Bud	Fir	5400
F.W.D.M	5000	124	S 36x8	S 36x10	Own B	6-4¾x5½	36.1	T	PC	Pie	McC	Str	G	Eis	N.E...	O. H-S	Cot DAF	A	3	Own	Own	B	F	8.9	35.6	B	Own	Tut	Ros	Bim	.....	7600
General Motors K-72	4690	160°	S 36x5	S 40x12	Own 89	4-4½x6½	32.4	L	FP	K.P.	McC	Mar	G	Eis	D-R	D. Own	Own	A	7	Own	Tim 66600	W	F	8.75	75.5	A‡	Tim 16380A	Det	Own	Day	Fir	8235
Grass Premier 55-6	....	164°	P 32x6	P 36x8	Lyc TS	6-3¾x5	36 2	L	PC	Non	Chi	Str	V	A-L	A-L	D. B-L	B-L 51	U	4	M.M.	Tim 6566SP	W	F	7.25	.....	E	Shu 5550	Det	Ros	Van	Gdy	4900
Grass Premier 51-4	....	140	P 32x6	P 36x8	Wis X	4-4½x5	32 4	L	PC	Non	Chi	Str	V	A-L	A-L	D. B-L	B-L 51	U	4	M.M.	Eat 41000	R	..	8 00	.....	E	Shu 543C	Det	Ros	Van	Gdy	4800
Harvey WHC	4250	156	S 36x6‡	S 36x12	Bud YBU-I	4-4½x6	32 4	L	PC	McC	Own	Str	G	Eis	Non	D. B-L	B-L 60	A	8	Spl	Tim 66600	W	F	10.3	84.5	A*	Tim 16300	Bea	Ros	Int	.....	8950
Hug 90	...	127½	P 38x7	DP38x7	Bud DW-6	6-3¾x5	33 7	L	PC	Han	You	Zen	V	Eis	D-R	D. B-L	B-L 55	A	7	Blo	Wis 1255K	R	F	8.9	98.15	A	Shu 610	Cha	Ros	Own	Fir	6850
Indiana 136	....	162½°	S 36x5	S 36x12	Her L	6-3¾x5	33 7	L	PC	Pie	McC	Str	V	Eis	A-L†	P. B&B	B-L55 Max	A	7	Spl	Tim 65700D	W	F	8.5	80.7	B*	Shu 5550	Bea	Ros	.....	.....	7400
Indiana 636	....	168½°	S 36x5	S 36x12	Wis H	4-4½x5¾	32.4	H	FP	K-P	McC	Str	V	Eis	A-L†	P. B&B	B-L 55 Max	A	7	Spl	Tim 65700D	W	F	7.75	73.6	B*	Shu 5550	Bea	Ros	.....	.....	7625
Int. Harvester 74C	....	154°	S 36x6‡	S 40x12	Own	4-4¼x5	28.9	H	SP	Own	Own	Zen	G	Bos-R	D-R‡	D. Own	Own	U	..	Own	Own	C	D	10.6	86.0	B*	Own	S.S.	Own	Own	Fir	8715
Int. Harvester 74	....	160°	S 36x6‡	S 40x12‡	Own	.....	.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

Int. Harvester 74	...	**160°**	S 36x6‡	S 40x12‡	Own	4-4½x5	28.9	H	SP	Own	Own	Zen	G	Bos-R	D-R‡	D. Own	Own	U	4	Own	Own	R	F	10 45	62.0	B*	Own	S.S.	Own	Own	Fir	8175
Kelly Springfield KS35	....	155	S 36x5‡	S 40x12‡	Her L	4-4½x5¾	32.4	L	FC	Han	Mod	Zen	G	Eis	A-L	P. B&B	B-L 55 Max	A	7	Pet	Tim 66600	W	F	10.3	98.14	A	Det	Ros	Smi	.....	8200
King Zeitler 75	....	156°	S 36x6‡	S 401x2‡	Con L4	4-4½x5½	32.4	L	FP	Pha	Chi	Str	G	Eis	A-L‡	D. B-L	B-L 55 Max	A	4	Blo	Tim 66600	W	F	10.3	55.2	A*	Tim 16302	Tut	Ros	StM	Fir	7800
Kleiber	4800	170	S 36x5‡	DS36x6‡	Con B5	4-4¾x6	36.0	L	FP	Non	R-T	Str	V	Bos-R	Bos A‡	D. B-L	B-L 60	A	4	Sp	Tim 6666	W	F	8 75	46.8	A	Tim 1632B	Bet	Ros	Smi	.....	7600
Kleiber J C	4150	190	P 36x8	DP36x8	BudYBU	4-4½x6	32.4	L	PC	Non	Own	Str	G	Bos-R	Bos-R	D. B-L	B-L 55	U	4	Spi	Tim 65706D	W	F	7.75	41 5	A	Tim 15302	Bet	Ros	Cal	Fir	6700
Lange F	4650	168°	S 36x5	S 36x12	Con L4	4-4½x5½	32.4	L	FP	Non	Own	Str	V	Apo	Non	D. B-L	B-L 55	A	4	Pet	Tim 66700	W	F	10 5	56.0	A*	Tim 1632B	S.P	Ros	Hoo	Opt	8100
Luedinghaus	....	160°	S 36x6	S 40x12	Wau DU	4-4½x6¼	32.4	L	PC	Wau	Own	Zen	G	Eis	A-L	D. B-L	B-L 55	A	4	Spi	Tim 6666	W	F	10.00	.....	A*	Shu 610	.....	Ros	Sml	.....	7760
Mack AC 3½ to 5 ton	4950	168°	S 36x5	DS40x5	Own AC	4-5x6	40.0	L	PS	Own	Own	Str	G	Spl	N-E‡	P. Own	Own AC	J	4	Spi	Own AC	C	D	*7.54	48 4*	D*	Own AC	Mer	Own	.....	.....	.....
Mack AK 3½ to 5 ton	4850	174°	S 36x5	DS36x5	Own AK	4-4⅝x6	34.2	L	PS	Own	Own	Str	G	Spl	N-E‡	P. Own	Own AK	A	4	Spi	Own AK	R	F	*6.91	45.3*	G‡	Own AK	Mer	Own	.....	.....	.....
Master 51	....	158°	S 36x5	S 40x12	Bud YBU-	4-4½x6	32.4	..	FP	.....	.....	Zen	.	Opt	.....	D. Ful	Ful H	A	10	Spi	Tim 6666	W	F	.....	.....	A	Tim	.....	Ros	.....	.....	8400
Master 55	....	158°	S 36x5	S 40x12	Jackson	4-4¼x6⅝	28.9	..	FP	.....	.....	Str	.	Spl	.....	D. Ful	Ful H	A	10	Spi	Tim 6666	W	F	.....	.....	A	Tim	.....	Ros	.....	.....	8400
Master 61	....	158	S 36x5	S 40x12	Bud BTU	4-5x6½	40.0	L	PC	Pie	Chi	Zen	V	Eis	Non	D. Ful	Ful	A	4	Spi	Tim 6666	W	F	Opt	Opt	A	Tim 1630	Det	Ros	Sml	Non	8400
Menominee N	3715	165	P 34x7	DP 34x7	Wis HB	6-3¾x5	33.7	H	FP	Non	Per	Str	V	D-R	D-R	P.B&B	Cot RUD	U	4	Pic	Wis 8800	R	F	Opt	Opt	A	Shu 550	Tut	Ros	Bud	.....	6200
Moreland E6	3500	178	P 34x7	P 34x7	Con 6B	6-3¾x5	33.7	L	FP	Non	Lon	Str	O	A-L	A-L	D. B-L	B-L 51	U	4	Pet	Tim 65000H	W	F	7.00	36.5	E†	Tim 15702H	U.S	Ros	K-B	Fir	6000
National 50	....	169	P 36x6	P 36x12	Wau CU	4-4⅜x5¾	30.6	L	PC	Wau	McK	Zen	G	Bos-A	Bos-A	O. H-S	B-L 55	A		Spi	Tim 6570	W	F	8.58	.....	A	Tim 1544B	Mat	Ros	Van	Fir	7000
National 51	....	179	P 36x6	P 36x12	Wau CU	4-4⅜x5¾	30.6	L	PC	Wau	McK	Zen	G	Bos-A	Bos-A	O. H-S	B-L 55	A	7	Spi	Tim 6570	W	F	8.58	.....	A	Tim 1544B	Mat	Ros	Van	Fir	7400
Oshkosh H6	4725	146	S 36x6‡	S 36x8‡	Her YXC	6-4⅜x4¾	45.9	L	PC	Her	Own	Zen	V	Opt	.....	D. B-L	B-L 55	A	7	Blo	Own H	R	F	9.25	49.5	B*	Own H	Tut	Han	Cla	Gdy	4725
Oshkosh HH6	4825	165	S 36x6‡	S 36x8‡	Her YXC	6-4⅜x4¾	45.9	L	PC	Her	Own	Zen	V	Opt	.....	D. B-L	B-L 55	A	7	Blo	Own HH	R	F	9.25	49.5	B*	Own HH	Tut	Han	Cla	Gdy	4825
Relay 70A	....	156'	P 36x6	S 40x14	Bud BUS	6-4x5½	38.4	L	PC	Non	Own	Zen	V	Eis	D-R	P. B&B	Own	A	7	Blo	Relay	..	F	9.18	75.5	B	Tim 16302	Bea	Ros	Int	Fir	8500
Republic S25W	....	165°	S 36x5	S 36x12	Wau CU	4-4⅜x5¾	30.6	L	PC	Wau	Own	Zen	V	Bos-A	A-L	D. Ful	Ful	U	4	U-M	Eat	R	F	8.85	42.48	B*	Eat	Mat	Jac	Van	Fir	6100
Sandow M	....	175	S 36x5	S 36x12	Bud YBU-I	4-4½x6	32.4	L	PC	Mon	Chi	Str	G	Bos-A	Non	D. B-L	B-L 51	A	4	Spi	Tim 6666	R	F	10.3	65.0	A‡	Own	Eat	Own	Day	.....	7500
Schacht LN6W	....	160	S 36x5	S 36x12	Wau KU	6-4¼x4¾	43.3	L	PC	Pie	Own	Zen	G	Bos-A	.....	D. B-L	Ful	A	4	Spi	Own	R	F	9.12	48.7	A*	Shu 5550	Det	Ros	Van	.....	6200
Service 81	....	173°	S 36x5	S 36x12	Bud YBU-I	4-4½x6	32.4	L	PC	Non	Own	Str	V	Eis	D-R	D. B-L	B-L 60-7	A	7	Spi	Tim 6666	W	F	7.8	74 0	A	Tim 1632	Bea	Ros	Int	.....	8080
Standard 3½-5 K	....	160°	S 36x5	S 36x12	Con L4	4-4½x5½	32.4	L	FP	Sim	Lon	Str	V	Eis	BosA *	D. B-L	B-L 55	A	7	Spi	Tim 66700SP	W	F	6.80	83.1	A*	Tim 16300	Det	Ros	Day	Non	7465
Standard 3½-5KS	....	160°	S 36x5	S 36x12	Con L4	4-4½x5½	32.4	L	FP	Sim	Lon	Str	V	Eis	BosA ‡	D. B-L	B-L 60	A	7	Spi	Tim 66700SP	W	F	6.80	83.1	A*	Tim 16300	Det	Ros	Day	Non	7519
§Studebaker 75 H.D	3275	184	B 34x7.50	B34x7.50	Own	6-3⅞x5	36.2	L	PC	Non	Lon	B&B	O	D.R	D-R	D. Lon	Ful	U	4	Spi	Eat	S	½	5.5	26.5	G*	Tor	Own	Ros	Bud	Bud	5290
Twin City AW	3750	168	S 36x6‡	S 40x12‡	Own TW	4-4¼x6	28 9	H	PC	Own	Mod	Str	V	Bos-A	N-E	P. B&B	Ful H	A	4	Spi	Tim 6666	W	F	10.3	61.9	A	Tim 1630B	Mat	Ros	Sml	Fir	7200
United 70	....	158⅞	S 36x5	S 36x10	Her L	4-4½x5¾	32.4	L	PC	Pie	Per	Str	G	Eis	A-L	D. B-L	B-L 55	A	4	Blo	Wis 1400	R	F	9.12	48.7	A*	Shu 5550	Det	Ros	Van	.....	6200
United 70C6	....	158⅞	S 36x5	S 36x10	Con 8T	6-4½x5¼	40.8	L	FC	Pie	Per	Zen	V	Eis	A-L	D. B-L	B-L 55	A	4	Blo	Wis 1400	R	F	9.12	48.7	A*	Shu 5550	Det	Ros	Van	.....	6400
Victor 80	....	160	S 36x5‡	S36x10	Her L	4-4½x5¾	32.4	L	PC	Pie	Per	Zen	V	Eis	.....	D. Cov	CovRUP-4-C	U	4	U-M	Wis 1450	W	F	7.25	38.8	A‡	Tim	Mar	Ros	Day	.....	6800
Ward La France 4B	....	Opt	S 36x5	DS36x5	Wau DU	4-4½x6¼	32.4	L	PC	Wau	Own	Str	G	Apo	A-L	D. B-L	B-L 55	A	4	Spi	Tim	W	F	7.00	32.1	B‡	Shu	Mar	Ros	Van	.....	7000
Ward La France 4B6	....	Opt	P 34x7	DP34x7	Wau 6QL	6-4x5¾	38.4	L	PC	Wau	Fed	Zen	V	Bos-R	A-L	D. B-L	B-L 55	A	4	Spi	Tim Spec.	W	F	6.00	32.1	B‡	Shu	Mar	Ros	Van	.....	6800
White 55	4650	174*	S 36x5‡	DS40x5	Own GRB	4-4¼x5¾	28.9	L	PC	Own	Own	Zen	V	.....	L-N‡	P. Own	Own GRBA	U	4	Spi	Own	R	F	10.1	50.35	B*	Own	Own	Own	Own	.....	8402
Witt-Will L	....	156°	S 36x5	S 40x10	Con L4	4-4½x5½	32.4	L	FP	Pie	Own	Zen	V	Eis	D-R	D. B-L	B-I 55	A	4	Spi	Tim 66600	W	F	Opt	.....	A*	Tim 16300	She	Ros	Sml	.....	7750
Woods 60W4	....	160	S 36x5	S 36x10	Bud YBU	4-4½x6	32.4	L	PC	Pie	Chi	Zen	V	Bos-A	Non	D. B-L	B-L	A	7	Ther	Tim	W	F	Opt	.....	A*	Shu	Tut	Ros	Van	.....	6500
4 Ton																																					
Acorn 70	4250	162	S 36x6	S 40x12	Bud YBU-1	4-4½x6	32.4	L	PC	McC	Chi	Zen	G	Bos-R	....	D. Ful	B-L 60	U	8	Pet	Tim 66600	W	F	Opt	Opt	A	Tim 1632	Tut	Ros	....	.....	8500
American LaFrance S	5200	Opt	S 36x6	DS40x6	Own 5R	4-4¾x6	36.1	L	PS	Own	G&O	Zen	V	Bos-A	L-N	Own 5R	Own 5R	A	4	Own	Own 5R	W	F	10.0	54.4	B*	Own 3R	Mat	Ros	Day	Non	8900
Armleder 70-6	....	156	S 36x6	S 36x12	Bud BUS	6-4x5½	38.4	L	PC	Mon	Lon	Zen	V	Bos-A	A-L	D. B-L	B-L	U	4	Spi	Tim	W	F	10.3	55.3	B*	Tim	Mar	Ros	Smi	.....	7600
Armleder 70	....	156°	S 36x6	S 36x12	Bud YBU-I	4-4½x6	32.4	L	PC	Han	Lon	Zen	V	Bos-A	A-L	D. B-L	B-L	U	4	Spi	Tim	W	F	10.3	55.3	B*	Tim	Mar	Ros	Smi	Non	7500
Atterbury 22D	....	174°	S 36x5	DS36x6	Con L4	4-4½x5½	32.4	L	FP	Pie	Fed	Zen	V	Bos-A	A-L	D. B-L	B-L 55 Max	A	7	Spi	Tim	W	F	10.3	83.1	A*	Tim	S.P.	Gem	Arc	Non	8000
Brockway 22D	....	164°	S 36x5‡	S 36x12‡	Con L4	4-4½x5½	32.4	L	FP	K.P.	Bus	Zen	V	Eis	L-N	D. B-L	B-L 55	A	4	Spi	Tim 66600D	W	F	8.75	46.8	A*	Tim 16300	Row	Ros	Day	Non	7890
Brockway R	....	164°	S 36x5‡	S 36x12‡	Con B5	4-4¾x6	36.1	L	FP	K.P.	Bus	Zen	V	Eis	L-N	D. B-L	B-L 60	A	4	Spi	Tim 66600D	W	F	7.80	41.6	A*	Tim 16300	Row	Ros	Day	Non	8100
Brockway RT	....	175°	S 36x5‡	S 36x12‡	Con B5	4-4¾x6	36.1	L	FP	K.P.	Bus	Zen	V	Eis	L-N	D. B-L	B-L 60	A	4	Pet	Tim 66600D	W	F	9.5	50.8	A	Tim 16302	Mat	Ros	Smi	.....	8570
Chicago 40DU4	....	178°	S 36x5	S 36x12	Wau DU	4-4½x6¼	32.4	L	PC	Pie	Chi	Zen	G	Apo	Non	D. B-L	B-L 60 Max	A	7	Pet	Tim 66600D	W	F	9.5	90.2	A	Tim 16302	Mat	Ros	Smi	.....	8650
Chicago 40DU7	....	178°	S 36x5	S 36x12	Wau DU	4-4½x6¼	32.4	L	PC	Pie	Chi	Zen	G	Apo	Non	D. B-L	B-L 60 Max	A	7	Pet	Tim 66600D	W	F	9.5	90.2	A	Tim 16302	Mat	Ros	Smi	.....	8650
Clinton 90	....	190	S 36x5	DS36x6	Wau DU	4-4½x6¼	32.4	L	PC	Wau	Own	Zen	V	Spl	D-R	D. B-L	B-L 55	A	4	Blo	Tim 66600	W	F	8.75	46 8	A*	Tim 16300	Row	Ros	StM	.....	8000
Clinton 90M	....	190	S 36x5	DS36x6	Wau DU	4-4½x6¼	32.4	L	PC	Wau	Own	Zen	V	Spl	D-R	D. B-L	B-L 55 Max	A	7	Blo	Tim 66600	W	F	8.75	83.1	A*	Tim 16300	Row	Ros	StM	.....	8050
Corbitt 84	....	178	S 36x5	S 36x10	Con L4	4-4½x5½	32.4	L	FP	Sim	Per	Zen	V	Eis	D-R‡	D. B-L	B-L 55	A	4	Spi	Tim 6660D	W	F	9 5	90.2	A‡	Shu 610	Mat	Ros	Smi	Non	7370
Day-Elder K	....	162°	S 36x5	S 36x12	Bud YBU	4-4½x6	32.4	L	PC	Bud	Bus	Zen	V	Eis	D-R‡	D. Ful	Ful R	A	4	Spi	Tim 66600D	W	F	10.33	49.6	A	Tim 16302	Bea	Gem	Van	.....	8500
Denby 27	....	170	S 36x5	S 36x12	Con L4	4-4½x5½	32.4	L	PC	.....	Lon	Zen	G	Eis	.....	D. Ful	Ful	A	4	U-P	Cla	I	D	10.0	49.9	..	Tim	Det	Ros	Smi	...	7020
Diamond T800	....	185°	P 36x8	P 36x8	Her YXC	6-4¾x4¾	45.9	L	PC	K.P.	G&O	Zen	G	A-L	A-L	D. Cov	B-L	A	7	Spi	Own	W	...	6.25	59.4	G†	Tim	Mat	Ros	Day	Fir	.....
Fageol 445	5100	172°	S 36x6	DS36x6	Wau DU	4-4½x6¼	32.4	L	PC	Wau	Own	Zen	V	Bos-R	D-R	D. B-L	B-L 55 & 60	U&A	7	Spi	Tim 66700	W	F	6.92	124.37	B*	Tim 16300	U.S	Ros	K-B	Fir	9300
Fageol 485	5850	172°	S 36x6	DS36x6	Wau A-B	4-4½x5¾	48.6	L	PC	Wau	Own	Zen	V	Bos-R	D-R	D. B-L	B-L 55&60	U&A	7	Spi	Tim 66700	W	F	6.92	124.37	B*	Tim 16300	U.S.	Ros	K-B	Fir	9800
Federal W4	....	157	S 36x5	DS40x5	Con L4	4-4½x5½	32.4	L	FP	Pie	Own	Zen	V	Eis	D-R	P. B&B	B-L 55	A	7	Pet	Tim 66700SP	W	F	9.5	90.75	B	Tim 1632B	Mat	Gem	Day	.....	7000
Garford 80	4950	162	S 36x5	S 36x12	Bud BTU	4-5x6½	40.0	L	PC	K.P	Own	Zen	G	Spl	Non	D. Own	B-L 60 Max	A	7	B.G	Tim 66600D	W	F	8.75	83.1	A	Tim 1632B	Per	Ros	Bet	Non	8700
Gotfredson 80	....	160½	S 36x6	DS40x7	Bud YBU-1	4-4½x6	32.4	L	PC	Pie	McC	Zen	V	Bos-R	D-R	D. B-L	B-L 55 Max	A	7	Spi	Tim 66700SP	W	F	10.3	97.8	B	Tim 16300	Det	Ros	Day	Non	8400
Gotfredson 86	....	169½	S 36x6	DS40x7	Bud GL6	4-4½x6	48.6	L	PC	Pie	McC	Zen	V	Bos-R	D-R	D. B-L	B-L 55 Max	A	7	Spi	Tim 66700SP	W	F	10.3	97.8	B	Tim 16300	Det	Ros	Day	Non	8600
Gramm 45	4735	153°	S 36x5‡	S 36x12‡	Her L	4-4½x5¾	32.4	L	PC	Pie	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 1450	R	F	7.08	128.8	B*	Wis 30	Mat	Ros	Smi	Non	7600
Gramm 45	5020	153°	S 36x5‡	S 36x12‡	Lyc TS	6-3⅞x5	36.2	L	FP	Han	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 1450	R	F	7.08	128.8	B*	Wis 30	Mat	Ros	Smi	Non	7600
Gramm 45	4735	153°	S 36x5‡	S 36x12‡	Lyc TS	6-3⅞x5	36.2	L	FP	Han	Own	Zen	V	A-L	A-L	D. Ful	Ful GU	U	4	Blo	Wis 1250	R	F	7.12	34.2	B*	Shu 5550B	Mat	Ros	Smi	Non	7600
Gramm 48 low bed	....	156°	S 36x5	DS36x5	Con L4	4-4½x5½	32.4	L	PC	Pie	Own	Str	G	Eis	A-L	D. Ful	Ful H1	A	8	Own	She	W	½	8.75	93.6	B*	Shu 610	Per	Ros	Smi	Non	8360
Gramm-Bernstein 40	....	167°	S 36x4‡	S 36x8	Wau CU	4-4½x5¾	30.6	L	PC	Wau	Chi	Str	V	Eis	A-L	D. B-L	B-L 55	A	7	M.M.	Tim 65700SP	W	F	8 25	46.0	E	Con 1803	Det	Ros	Bim	Gdy	5400
Grass Premier 80	....	167°	S 36x4‡	S 36x8	Wau 6KU	6-4¼x4¾	43.3	L	PC	Wau	Chi	Str	V	Eis	A-L	D. B-L	B-L 55	A	7	M.M.	Tim 65700SP	W	F	8 25	46.0	E	Con 1803	Det	Ros	Bim	Gdy	5800
Grass Premier 80-6	....	167°	S 36x4‡	S 36x8	Wau 6KU	6-4¼x4¾	43.3	L	PC	Wau	Chi	Str	V	Eis	A-L	D. B-L	B-L 55	A	7	M.M.	Tim 65700SP	W	F	8 25	46.0	E	Con 1803	Det	Ros	Bim	Gdy	5400
Guilder J	....	170	S 36x5	DS36x6	Bud YTU	4-4½x6	32.4	L	PC	Pie	G&O	Zen	G	Eis	Non	D. B-L	B-L 55	A	4	Spi	Tim 66700	R	F	7.50	54.0	A*	Shu 610	Mer	Ros	Van	Van	7500
Hahn M	....	160°	S 36x5	S 36x12	Con L	4-4¾x6	36.1	L	FP	Pha	Chi	Str	G	Bos-R	L-N	D. B-L	B-L 60	A	7	Spi	Tim 6666	W	F	10.25	.....	A	Tim 1632B	Mer	Ros	Day	Opt	7200
Hendrickson U 4	4300	.....	S 36x6	S 36x12	Bud YTU	4-4½x6	32.4	L	FP	Pha	Chi	Zen	G	Spl	.....	D. B-L	B-L 60	A	7	Pic	Tim 67700D	W	...	.....	.....	A*	Tim 16300B	.....	Ros	.....	.....	7620
Indiana 158	....	162½	S 36x5	S 36x12	Her L	4-4½x5¾	32.4	L	PC	Pie	Lon	Str	V	Eis	A-L†	P. B&B	B-L60	A	7	Spi	Tim 66700	W	F	8.75	83.1	B*	Shu 5550	Bea	Ros	Day	.....	7800
Indiana 638	....	168½	S 36x5	S 36x12	Wis H	6-4x5	38.4	H	FP	K.P.	McC	Str	V	Eis	A-L†	P. B&B	B-L 60 Max	A	4	Spi	Tim 66700	W	F	8.75	83.1	B*	Shu 5550	Bea	Ros	Day	.....	8100
Kenworth N	4395	170	S 36x6‡	S 40x12	Bud YBU	4-4½x6	32.4	L	PC	Non	Own	Zen	V	Bos-R	D-R	D. B-L	B-L 60	A	4	Spi	Tim 66700S	W	F	8.75	53.3	A*	Tim 16302	Lah	Ros	Sml	.....	8800
Kissel Heavy Duty	...	168	S 36x5‡	S 36x12‡	Wau DU	4-4½x6¼	32.4	L	PC	Pie	McC	Str	V	Eis	D-R‡	D. W-G	Ful H	A	4	Spi	Tim 16302	W	½	11.7	73.6	A*	Tim 66700	She	Ros	Smi	Non	7600
Master 55	....	158°	S 36x5	S 40x12	Jackson	4-4¼x6⅝	28.9	..	FP	.....	.....	Str	.	Spl	.....	D. Ful	Ful 60	..	.	.....	Tim	W	..	.....	.....	A	Tim	.....	Ros	.....	.....	.....
Moreland EX6	3575	178	S 36x4	S 36x8	Con 6B	6-3¾x5	33.7	L	FP	.....	Own	Str	V	A-L	A-L	.Own	B-L 51	U	4	Pet	Tim 65700S	..	F	7.25	38.8	A‡	Tim 16300	U.S.	Ros	K-B	Fir	5500
Noble 184	....	166	S 36x5	S 36x12	Bud YBU	4-4½x6	32.4	L	PC	Pie	Chi	Str	V	Eis	.....	D. Ful	W-G T-53	A	4	Blo	Tim 66700D	W	F	8.75	43.66	A	Tim 16300	Tut	Ros	Smi	.....	7550
Pierce Arrow WC	5100	162	S 36x5‡	DS36x6	Own WC	4-4½x6¾	32.4	T	FP	Own	Own	Str	P	D-R	D-R	D. Own	Own WC	A	4	Spi	Own WC	W	½	8.00	41.5	B*	Own WC	S.P	Own	Bet	.....	8490
Rehberger C	..	174	S 36x6	S 36x12	Bud YBU	4-4½x6	32.4	L	PC	K.P	Bus	Zen	V	Eis	D-R	D. B-L	B-L 55	A	4	Spi	Tim 6666	W	F	8.75	46.8	A*	Tim 16302	Del	Ros	Van	.....	7940
Safeway 6 Wheeler	....	190	P 36x8	P 36x8	Con 15H	6-4½x5¾	48.6	L	PC	Pie	G&O	Str	V	Eis	N-E	D. B-L	B-L 60	A	7	Spi	Tim 65690D	W	F	6.00	57.0	E‡	Tim 1632B	She	Ros	Bud	.....	10000
Selden 67	....	165°	P 34x7	DP34x7	Con 8T	6-4½x5¾	40.8	L	FP	Non	Own	Str	V	D-R	D-R	D. B-L	B-L 55	A	7	Blo	Eat 65000	R	F	Opt	.....	..	Shu	.....	Ros	Van	.....	6550
Selden 4X	....	165°	P 34x7	DP34x7	Con 6B	6-3¾x5	33.5	L	FP	Non	Own	Str	V	D-R	.....	D. B-L	B-L	A	7	Spi	Wis	R	...	.....	.....	A	Shu	.....	Ros	Van	Fir	5600
Stewart 22	4200	165	S 36x5	S 36x12	Lyc TS	6-3⅞x5	36.2	L	PC	Non	Own	Str	G	D-R	D-R	D. Ful	Ful	A	4	Spi	Own	C	D	9.3	50.1	D*	Tim 15300	Mat	Ros	Hoo	Gdy	7080
Sterling DC21-44	....	160	S 36x5	S 36x12	Own CU	4-4⅜x5¾	30.6	L	PC	Wau	Own	Zen	V	Eis	L-N	D. B-L	B-L 51	A	4	Spi	Own	W	F	10.5	80.75	A	Sal	Det	Ros	Day	.....	6720
Stewart 22	4200	165	S 36x5	S 36x12	Lyc TS	6-3⅞x5	36.2	L	PC	Non	Own	Str	G	D-R	D-R	D. Ful	Ful	A	4	Spi	Tim	W	F	10.5	80.75	A	Sal	Det	Ros	Day	.....	6720
United 40D	....	124¼	P 34x7	DP34x7	Her OX	4-4x5	25.6	L	PC	Non	Per	Str	G	Eis	A-L	D. B-L	B-L 35	U	4	Blo	Wis 6600	R	F	7.75	41.46	A*	Shu 510	Det	Ros	Van	Fir	5100

Key of abbreviation, page 48

Trade Name and Model	General: Chassis Price	General: Standard Wheelbase (Inches)	General: Tire Size: Front (Inches)	General: Tire Size: Rear (Inches)	Engine: Make and Model	Engine: Number of Cylinders Bore and Stroke	Engine: N.A.C.C. Rated H.P.	Engine: Valve Arrangement	Engine: Oiling System	Engine: Governor (Make)	Engine: Radiator (Make)	Engine: Fuel System: Carburetor (Make)	Engine: Fuel System: Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Type and Make	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Universals (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Gear Ratios: Total Reduction in High	Gear Ratios: Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
4 Ton—Cont'd																																
U S. 40	4050	**168°**	**S 36x6**	S 36x12	Bud YRU-I	4-4½x6	**32 4**	L	PC	Mon	Own	Str	V	**Spi**	A-L	D. B-L	B-L 55	A	4	Blo	Tim 66700D	W	F	10.3	**54.8**	B	Tim 16300	....	Lav	Day	Non	7900
Ward LaFrance 4D	....	Opt	S 36x5	DS 36x6	Wau DU	4-4½x6¼	32.4	L	PC	Wau	Own	Zen	G	Bos-R	A-L	D. B-L	B-L 60 Max	A	7	Spi	Tim 66900	W	F	9.5	90.2	B‡	Tim 16300	Mar	Ros	Day	.....	8750
Ward LaFrance 4D6	....	Opt	S 46x5	DS 36x6	Wau 6KU	6-4¼x4¾	43.3	L	PC	Wau	Own	Zen	V	Bos-R	A-L	D. B-L	B-L 60 Max	A	7	Spi	Tim 66900	W	F	9.5	90.2	B‡	Tim 16300	Mar	Ros	Day	.....	8750
Witt-Will A	....	**172°**	**S 36x6**	**DS40x6**	**Con B5**	4-4¾x6	**36.1**	L	PC	Pie	**Own**	Zen	G	**Eis**	D-R	**D. B-L**	**B-L 60**	**A**	**4**	**Spi**	**Tim 67600**	W	**F**	10.2	**53.3**	A*	**Tim 1732B**	Sne	**Ros**	Smi	Non	**9200**
4½ Ton																																
Acme 90L	....	179⅝	S 36x5	S 40x12	Cont B7.	4-5x6	40.0	L	FP	Pie	Per	Zen	V	Bos-A	A-L	D. Ful	Ful HOG	A	8	Blo	Tim 66600	W	F	8 75	82.08	A	Tim 16300	Det	Ros	Smi	.....	7900
Republic 30	....	170°	S 36x5	S 36x12	Con L4	4-4½x5½	32.4	L	FP	Pha	Own	Zen	V	Bos-A	A-L	D. Ful	Ful	U	4	U-M	Eat	I	D	10.2	49.2	B	Wis	Mat	Han	Van	Fir	6700
Republic 30W	....	170°	S 36x5	S 36x12	Wau CU	4-4¾x5¾	30 6	L	PC	Wau	Own	Zen	V	Bos-A	A-L	D. Ful	Ful	U	4	U-M	Eat	I	D	10.2	49.2	B	Wis	Mat	Han	Van	Fir	6700
5 Ton																																
Acme 104	....	180	S 36x6	S 40x14	Con B7	4-5x6	40.0	L	FP	Pie	Per	Zen	V	Bos-A	A-L	D. Ful	Ful HOG	A	8	Blo	Tim 67600	W	F	8.8	82.5	A*	Tim 17300	Det	Ros	Smi	.....	8850
Acme 106	....	180	S 36x6	S 40x14	Con 8T	6-4½x5¼	40.8	L	FP	Pie	Per	Zen	V	Bos-A	A-L	D. Ful	Ful HOG	A	8	Blo	Tim 67600	W	F	8.8	82.5	A*	Tim 17300	Det	Ros	Smi	.....	8850
Acorn 100	4800	160	S 36x6	S 40x14	Bud YBU1	4-4½x6	32.4	L	PC	McC	Chi	Zen	G	Bos-R	.....	D. Ful	B-L 60	U	8	Pet	Tim 67700	W	F	Opt	Opt	A	Tim 1632	Tut	Ros	.....	.....	9000
Amer. La France V	5500	Opt	S 36x6	DS40x6	Own 5R	4-4¾x6	36.1	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 5R	A	4	Own	Own 5R	W	F	10.0	54 4	B*	Own 5R	Mer	.....	Day	Non	9600
Atterbury 24E	....	174°	S 36x6	DS40x7	Con B7	4-5x6	40 0	L	FP	Pie	Fed	Zen	V	A-L	Bos-A	D. B-L	B-L 60 Max	A	7	Spi	Tim	W	F	11 6	110 7	A*	Tim	S.P.	Gem	Std	Non	10225
Autocar M	....	120°	S 34x6	S 36x12	Own M	4-4½x5½	32 4	L	SP	Pha	G&O	Str	G	Bos-A	L-N‡	P. Own	Own B	A	4	Spi	Own M	R	F	9.89	72.1	A*	Own Y	.....	Ros	.....	Non	7200
Biederman	....	180°	S 36x7	S 36x14	Con 7T	6-4¼x6	43.3	L	PC	Han	Own	Zen	G	D-R	D-R	D. B-L	B-L 60	U	7	Spi	Tim	W	F	11.5	60.6	A*	Shu	Mat	Ros	Day	Non	9200
Brockway T	..	175°	S 36x6	S 40x14	Con B7	4-5x6	40.0	L	FP	K.P.	Bus	Zen	V	Eis	L-N	D. B-L	B-L 60	A	4	Spi	Tim 68700S	W	F	10 0	53.5	B*	Tim 17300	Row	Ros	Day	Non	10065
Brockway T-18	..	178°	S 36x6	S 40x14	Con B7	4-5x6	40.0	L	FP	K.P.	Bus	Zen	V	Eis	L-N	D. B-L	B-L 60 Max	A	7	Spi	Tim 68700S	W	F	10.0	95 0	B*	Tim 17300	Row	Ros	Day	Non	10500
Chicago 50EU7	....	187⅝	S 36x6	S 40x12	Wau EU	4-5x6¼	40.0	L	PC	Wau	Chi	Zen	G	Apo	Non	D. B-L	B-L 60 Max	A	7	Pet	Tim 6760D	W	F	9 1	110 8	A	Tim 17300	Mat	Ros	Smi	Non	8850
Chicago 50 EU4	....	**183°**	**S 36x6**	S 40x12	Wau EU	4-5x6¼	40.0	L	PC	Wau	**Chi**	**Zen**	**G**	**Apo**	**Non**	**D. B-L**	**B-L 60**	**A**	**4**	**Pet**	**Tim 6760D**	W	**F**	**11 6**	62.4	**A**	**Tim 17300**	**Mat**	**Ros**	**Smi**	**Non**	8770
Clinton 120L	....	**204**	**S 36x6**	**DS36x7**	Wau EU	4-5x6¼	40 0	L	PC	Wau	**Own**	**Zen**	V	Spl	**Bos-A**	**D. B-L**	**B-L 60**	**A**	**4**	**Blo**	**Tim 67700**	W	**F**	**8.80**	**47.1**	**A***	**Tim 17300**	**Per**	**Ros**	**StM**	.....	**9550**
Clinton 120LM	....	**204**	**S 36x6**	**DS36x7**	Wau EU	4-5x6¼	40 0	L	PC	Wau	Own	**Zen**	V	Spl	**Bos-A**	**D. B-L**	**B-L 60 Max**	**A**	**7**	**Blo**	**Tim 67700**	W	**F**	**8.80**	**83.6**	**A***	**Tim 17300**	**Per**	**Ros**	**StM**	.....	**9650**
Clydesdale 2	....	**176°**	**S 36x7**	**DS40x7**	Con B7	4-5x6	40.0	L	FP	Own	Own	**Zen**	V	**Bos-A**	Bos A*	D. B-L	B-L 60 Max	A	7	Spi	Tim 6760	W	F	11.6	110 8	A*	Tim 17300	Per	Ros	Smi	Non	**9750**
Coleman 4	....	**144**	**P 42x9**	**P 42x9**	**Bud YBU-I**	4-4½x6	**32.4**	L	**FP**	.....	**R-T**	**Str**	V	D-R	D-R	D. Ful	**Ful RU 16**	**U**	**8**	**Spi**	**Wis 120J-FF**	R	**F**	8.66	140.3	E*	**Wis 120JFF**	**Det**	**Ros**	**Day**	Fir	**8750**
Coleman 6-O	....	**144**	**P 42x9**	**P 42x9**	**Bud BUS**	6-4x5½	**38.4**	L	**FP**	.....	**R-T**	Str	V	D-R	D-R	D. Ful	**Ful RU16**	**U**	**8**	**Spi**	**Wis 120JFF**	R	**F**	8 66	140.3	F*	**Wis 120JFF**	Det	Ros	Day	Fir	**8750**
Coleman 6-OX	....	**144**	**P 42x9**	**P 42x9**	**Bud BUS**	6-4x5½	**38 4**	L	**FP**	.....	**R-T**	Str	V	D-R	D-R	D. Ful	**Ful RU16**	**U**	**8**	**Spi**	**Wis 120JFF**	R	**F**	8 66	140.3	E*	Wis 120JFF	Det	Ros	Day	Gdy	**9660**
Corbitt 70	....	**178**	**S 36x6**	DS40x6	Con B7	4-5x6	40.0	L	FP	Sim	Per	Zen	V	Eis	L-N‡	D. B-L	B-L 60 Max	A	7	Spi	Tim 68700SP	W	F	10.0	95.0	A‡	Tim 17300	Mat	Ros	Smi	Non	9410
Day-Elder L	....	**170°**	**S 36x6**	**DS40x7**	Bud BBU	4-5x6½	**40 0**	L	PC	Bud	**Bus**	Zen	V	**Eis**	D-R‡	D. Ful	Ful H	A	4	Spi	Tim 67700D	W	F	**10.2**	64.6	A	**Tim 17300**	Bea	Gem	Van	.....	**10000**
Denby 210	....	170	S 36x6	DS40x6	Con B5	4-4¾x6	36 1	L	PC	...	Lon	Zen	G	Eis	.....	D. Ful	Ful HU	A	4	U-P	Cla	..	D	12.5	62.7		Tim	Det	Ros	Sml	.....	8590
Diamond T S3	....	180	S 36x6	DS40x6	Bud BBU	4-5x6½	40 0	L	PC	Pie	G&O	Str	G	Apo	A-L	D. Cov	Cov SB	A	4	Spi	Tim 677000D	W	F *	**11.66**	59.1	A*	Tim 17300	Mat	Ros	Day	Non	.....
Dixon	4800	160	S 36x5	S 36x12	Her G	4-4¾x5¾	36 1	L	PC	Pie	G&O	Zen	V	Eis	D-R	D. Ful	Ful	A	8	Spi	Tim 6666	W	F	8 75	137 0	A	Shu 610	S.P.	Ros	Day	....	8100
Douglas Six Wheeler	....	210	P 38x9	P 38x9	Bud BA6	6-4x5½	40.8	L	PC	Bud	Own	Zen	V	Eis	L-N	D Ful	Ful HOG	A	8	Blo	Wis 7500	W	F	8.25	45.2	A‡	Shu 615	Tut	Ros	Van	Fir	10000
Douglas	....	185°	S 36x6	S 40x12	Bud BBU	4-5x6½	40 0	L	PC	Non	Own	Zen	V	Eis	N-E	D Ful	Ful HU	U	4	Blo	Wis 1450	R	F	9 12	57.5	A‡	Wis 50	Tut	Ros	Van	.....	9200
Duplex M 5-7	....	Opt	P 34x7	DS36x7	Bud GL6	6-4½x6	48.6	L	FP	.....	Mod	Str	V	Eis	A-L	D. B-L	B-L 70	.....	7	Pet	Tim 68700	W	F	Opt	Opt	A*	Shu	Tut	Ros	Opt	Fir	.....
Eagle 106	....	144°	S 36x6	S 36x12	Bud YTU	4-4½x6	42.4	L	PC	.....	Own	Zen	G	Eis	A-L‡	D. B-L	B-L 60	A	7	Pet	Wis 1450	R	F	10 4	115 0	A*	Wis 30	Cha	Ros	Smi	.....	8600
Garford 100	....	162	S 36x6‡	S 40x14	Bud BTU	4-5x6½	40 0	L	PC	K.P	Own	Zen	G	Spl	Non	D. Own	B-L 60 Max	A	7	B.G.	Tim 67700D	W	F	10.25	97 38	A	Tim 1632B	Per	Ros	Bet	Non	9450
General Motors K-102	5320	160°	S 36x6	S 40x14	Own 89	4-4½x6½	32.4	L	FP	K.P.	McC	Mar	V	Eis	D-R	D Own	Own	A	7	Own	Tim 67600	W	F	10 0	86 3	A‡	Tim 1732	Det	Own	Day	Fir	9245
Gotfredson 100	....	169¼	S 36x6	DS40x8	Bud BBU	4-5x6½	40 0	L	PC	Pie	McC	Zen	V	Bos-R	D-R	D. B-L	B-L 60 Max	A	7	Spi	Tim 68700SP	W	F	11 6	110.8	B	Tim 17300	Det	Ros	Day	Non	12000
Gotfredson 106	....	173⅛	S 36x7	DS40x8	Bud GL6	6-4½x6	48 6	L	PC	Pie	McC	Zen	V	Bos-R	D-R	D. B-L	B-L 60 Max	A	7	Spi	Tim 68700SP	W	F	11 6	110.8	B	Tim 17300	Det	Ros	Day	Non	12400
Gramm 60	5370	153°	S 36x6	S36x14	Her G	4-4¾x5¾	36 1	L	PC	Pie	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 1700	R	F	7 33	133 4	B*	Wis 30	Mat	Ros	Smi	Non	8700
Gramm 60	5650	153°	S 36x6	S36x14	Lyc TS	6-3⅞x5	36 2	L	FP	Han	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 1700	R	F	7 33	133 4	B*	Wis 30	Mat	Ros	Smi	Non	9700
Gramm-Berna'n 50	....	168°	S 36x6	DS40x6	Con B7	4-5x6	40 0	L	PC	Pie	Own	Str	G	Eis	A-L	D. Ful	Ful H1	A	8	Own	Wis 1010F	W	F	11 75	125.7	B	Shu 610	Per	Ros	Smi	Non	9700
Grass Premier 90	....	160°	S 36x5	DS 36x5	Wau DU	4-4½x6¼	32 4	L	PC	Wau	Chi	Str	V	Eis	A-L	D. B-L	B-L 55	A	7	Spi	Tim	W	F	8.75	75.0	B	.....	Det	Ros	Bim	Gdy	6800
Grass Premier 90-6	....	160°	S 36x5	DS 36x5	Wau 6AB	6-4½x5¾	48.6	L	PC	Wau	Chi	Str	V	Eis	A-L	D. B-L	B-L 55	A	7	Spi	Tim 66700	W	F	8 75	75.0	B	Con 1803	Det	Ros	Bim	Gdy	7200
Guilder K5	....	170	S 36x6	DS40x6	Bud YTU	4-4½x6	32 4	L	PC	Pie	G&O	Zen	G	Eis	Non	D. B-L	B-L 60	A	4	M-E	Wis 1600	R	F	9 00	.....	B*	Shu 650	Mer	Ros	Van	Opt	8800
Hahn R	....	162°	S 36x6	S 40x12	Con B5	4-4¾x6	36 1	L	FP	Pha	Chi	Str	G	Bos-R	L-N	D. B-L	B-L 60	U	4	Spi	Tim 6760	W	F	10.25	.....	A	Tim 1632R	Mer	Ros	Opt	Opt	8450
Hendrickson V4	5300	.....	S 36x7	S 40x14	Wau EU	4-5x6¼	40 0	L	FP	Wau	Chi	Zen	G	Spl	.....	D. B-L	B-L 70	A	7	Pic	Tim 67700D	W	F	.....	.....	A*	Tim 17300	....	Ros	.....	.....	9800
Indiana 41	....	172°	S 36x6	S 40x12	Her G	4-4¾x5¾	36 1	L	PC	Pie	Lon	Str	V	Eis	Opt	P. B&B	B-L 60 Max	A	7	Spi	Tim 68700SP	W	F	10 0	95 0	B*	Shu	Rea	Ros	Sml	.....	9600
Int. Harvester 104C	....	154°	S 36x6	S 40x14	Own	4-4¼x5	28 9	H	SP	Own	Own	Zen	G	Bos-R	D-R‡	D. Own	Own	U	4	Own	Own	C	D	10.6	86.0	B*	Own	S.S.	Own	Own	Fir	8900
Int. Harvester 103	....	160	S 36x5‡	S 40x14	Own	4-4¼x5	28 9	H	SP	Own	Own	Own	G	Bos-R	D-R‡	D. Own	Own 103	U	4	Own	Own 103	I	D	11 0	65 0	B*	Own 103	S.S.	Own	Own	Fir	7580
Kelly Springfield KS50	....	160	S 36x6‡	S 40x14	Own	4-4½x6½	32 4	T	PC	Pie	Lon	Zen	G	Eis	A-L	P. B&B	B-L 60 Max	A	7	Pet	Tim 67600	W	F	11.66	110.77	A	Own	Det	Ros	Smi	.....	9860
Kenworth S	5250	178	S 36x6	S 40x14	Bud BTU	4-5x6½	40 0	L	PC	Pie	Own	Zen	V	Bos-R	D-R	D. B-L	B-L 60 Max	A	7	Spi	Tim 68700SP	W	F	8.75	89.0	B*	Tim 17300	Lah	Ros	Smi	.....	9700
Kissel Goliath	....	168	S 36x6	S 40x14	Wau DU	4-4½x6¼	32 4	L	PC	Pie	McC	Str	V	Eis	.....	P. B-L	Ful H	A	..	Spi	Tim 17300	W	½	11.75	73.6	A*	Tim 67700	Mat	Ros	Smi	.....	**8800**
Kleiber	5400	185	S 36x6‡	S 40x14‡	Con B5	4-4¾x6	36 1	L	FP	Non	R-T	Str	V	Bos-R	Non	D. B-L	B-L 60	A	4	Spi	Tim 6760	W	F	10.3	54.8	A	Tim 1730	Bet	Ros	Sml	.....	10400
Luedinghaus	....	160°	S 36x6‡	S 40x6‡	Wau EU	4-5x6¼	40 0	L	PC	Wau	Own	Zen	G	Eis	Opt‡	D. B-L	B-L 50	A	4	Spi	Tim 67600	W	F	11 6	.....	A*	Shu	Tut	Ros	Smi	.....	9500
Maccar G1	....	186	S 36x6	DS40x6	Wis RBU	4-5x6	40 0	L	PC	Pie	Own	Str	V	Eis	D-R	Rem	B-L 60	A	4	Spi	Tim 6760D	W	F	10.2	54.8	A*	Tim 17300	Row	Ros	Day	.....	8975
Mack AC 5½ to 7	5500	168°	S 36x6	DS40x6	Own AC	4-5x6	40 0	L	PS	Own	Own	Str	G	Spl	N-E‡	P. Own	Own AC	J	4	Spi	Own AC	C	D	**8.31**	**53.3***	D*	Own AC	Mer	Own	.....	.....	.....
Master 64	....	170°	S 36x6	S 40x14	Bud BTU	4-5x6½	40 0	L	PC	Pie	Chi	Zen	V	Opt	Non	D. Ful	Ful H	A	10	Spi	Tim 6766	W	F	Opt	Opt	A	Tim	Det	Ros	Sml	Non	.....
Moreland H6	4800	156°	S 36x5	S 36x10	Her YXC	6-4⅜x4¾	45 9	L	...	Non	Lon	Zen	O	A-L	A-L	D. Own	B-L 55	A	7	.....	Tim 66702W	W	F	8.66	82.33	A	Tim 16300	U.S	Ros	K-B	Fir	8000
Oshkosh F	5180	146	S 36x8‡	S 36x12‡	Wau EU	4-5x6¼	40 0	L	PC	Wau	Own	Zen	V	Opt	Non	D. Ful	Ful HU	U	4	Blo	Own	B	F	7.90	47.4	B*	Own	Tut	Han	Cla	.....	8350
Pierce-Arrow RD	5400	162	S 36x6	DS36x7	Own RB	4-4½x6¾	32 4	T	FP	Own	Own	Str	P	D-R	D-R	D. Own	Own RD	A	4	Spi	Own RD	W	F	7 8	40.4	B*	Own RD	S.P	Own	Bet	.....	8750
Rehberger D	....	186	S 36x6	S 40x14	Bud BTU	4-5x6¼	40 0	L	PC	K-P	Bus	Zen	V	Eis	D-R	D. B-L	B-L 60	A	4	Spi	Tim 6760	W	F	10.25	54.8	A*	Tim 17300	Del	Ros	Van	.....	10010
Republic 35	....	170°	S 36x6	S 36x14	Wau DU	4-4½x6¼	32.4	L	PC	Wau	Own	Str	V	Bos-A	A-L	D. Ful	Ful	A	8	U-M	Eat	I	D	7 67	95.5	B*	Wis	Mat	Han	Van	Fir	7500
Sandow L	....	175	S 36x6	S 40x12	Bud BTU	4-5x6¼	40.0	L	FP	Mon	Chi	Str	G	Bos-R	A-L	D. B-L	B-L 60	A	4	Spi	Tim 6760	W	F	10.25	54.8	A*	Tim 17300	Del	Ros	Van	.....	10010
Schacht Series R	....	148	S 36x6	DS40x6	Con B7	4-5x6	40.0	L	FP	Pie	Per	Zen	V	Bos-A	A-L	D. Ful	Ful HOG	A	8	Blo	Tim 66600	W	F	8 75	82.08	A	Tim 16300	Det	Ros	Smi	.....	7900

Sandow L.	....	175	S 36x6	S 40x12	Bud BTU	4-5x6½	40.0	L	FP	Mon	Chi	Str	G	Bos-A	Non	D. B-L	B-L 60	A	4	Spl	Tim 6766	W	½	11.0	46.6	B	Tim 1732B	.....	Ros	.....	.....	7800
Schacht Series R	....	168	S 36x6	DS40x7	WauKU	6-4¼x4¾	43.3	L	PC	Han	Own	Zen	G	Bos-A	Non	D. B-L	B-L	A	7	Spl	Own	W	F	14.0	88.2	A‡	Own	Eat	Ros	Day	.....	9500
Selden Unit 90	....	166	S 36x6	S 40x12	Con B7	4-5x6	40.1	L	FP	Pha	Lon	Str	G	Eis	Bos-A	D. Det	B-L 60-7	A	4	Spl	Tim 6760	W	F	11.6	62.0	A	Tim 1730B	S.P	Ros	Std	.....	9650
Seden 77	....	170	P 36x8	DS36x6	Con 8T	6-4½x5¼	40.8	L	FP	Non	Own	Str	V	D-R	D-R	D. B-L	B-L 60	A	7	Blo	Tim	W	F	.....	.....	A	Shu	.....	Ros	Van	Fir	8600
Service 103	....	173°	S 36x6	S 40x14	Bud YBU-I	4-4½x6	32.4	L	PC	Non	Own	Str	V	Eis	D-R	P. B&B	B-L 60-7	A	4	Spl	Tim 6760	W	F	10.25	97.3	A	Tim 1732	Bea	Ros	Int	.....	9350
Sterling EW 20-44	....	174	S 36x5	S 40x10	Own DU	4-4½x6¼	32.4	L	PC	Wau	Own	Zen	V	Eis	L-N	D. B-L	B-L 60	A	4	Spl	Tim 66700	W	F	8.75	52.0	A*	Tim 16300	Mat	Ros	Hoo	.....	7750
United 100	....	150½	S 36x6	S 40x14	Her G	4-4¾x5¾	36.1	L	PC	Pie	Per	Zen	G	Eis	A-L	D. B-L	B-L 60	A	4	Blo	Wis 1800	R	F	11.2	106.4	A*	Shu 610	Det	Ros	Van	.....	8900
Ward LaFrance 5B	....	Opt	S 36x6	DS40x7	Wau EU	4-5x6¼	40.0	L	PC	Wau	Own	Str	G	Bos-R	A-L‡	D. B-L	B-L 60 Max	A	7	Spl	Tim Spec.	W	F	7.8	74.0	A‡	Tim	Mar	Ros	Day	.....	7900
Ward La France 5B6	....	Opt	S 36x6	DS40x7	Wau 6AL	6-4½x5¾	48.6	L	PC	Wau	Own	Zen	V	Bos-R	A-L‡	D. B-L	B-L 60 Max	A	7	Spl	Tim Spec.	W	F	7.8	74.0	B‡	Tim	Mar	Ros	Day	.....	8850
White 52	5100	174°	S 36x6	S 40x12	Own GRB	4-4¼x5¾	28.9	L	PC	Own	Own	Zen	V	.....	L-N‡	P. Own	Own GRBA	U	5	Spi	Own	R	F	11.7	92.15	B*	Own	Own	Own	Own	.....	9184
White 55	4765	174°	S 36x6‡	DS 40x6	Own GRB	4-4¼x5¾	28.9	L	PC	Own	Own	Zen	V	.....	L-N‡	P. Own	Own GRBA	U	4	Spi	Own	R	F	10.11	50.39	B*	Own	Own	Own	Own	.....	.....
Witt Will AA	5225	172°	S 36x6	DS 40x7	Con B5	4-4¾x6	36.1	L	FP	Non	Own	Zen	G	Eis	D-R	D. B-L	B-L 60	A	7	Spl	Tim 67600	W	F	10.2	53.3	A*	Tim 1732B	She	Ros	Non	Day	9350
5½ Ton and Over																																
Acme 104	....	180	S 36x6	S40x14	Con B7	4-5x6	40.0	L	FP	Pie	Per	Zen	V	A-L	Bos-A	D. Ful	Ful	A	8	Blo	Tim 67600	W	F	10.0	107.0	A*	Tim 17300	Det	Ros	Smi	Non	9400
Amer. La France Z6½	5750	Opt	S 36x7	DS40x7	Own 5R	4-4¾x6	36.1	L	PS	Own	Bus	Zen	V	Bos-A	BosA‡	D. Own	Own 5R	A	4	Own	Own 5R	W	F	10.0	54.4	B*	Own 5R	Mer	.....	Day	.....	9600
Amer. La France U7½	6000	Opt	S 36x7	DS40x8	Own 5R	4-4¾x6	36.1	L	PS	Own	Bus	Zen	V	Bos-A	BosA‡	D. Own	Own 5R	A	4	Own	Own 5R	W	F	11.67	63.5	B*	Own 5R	Mer	.....	Day	.....	9800
Brockway BT	....	156¼°	S 36x6	DS40x8	Bud BBU	4-5x6½	40.0	L	PC	K.P.	Bus	Zen	V	Eis	L-N	D. B-L	B-L 70	A	7	Spl	Tim 68700S	W	F	10.0	95.0	B‡	Tim 17300	Row	Ros	Day	Non	11060
Chicago 70 EU7	....	189¼	S 36x6	S 40x14	Wau EU	4-5x6¼	40.0	L	PC	Wau	Chi	Zen	G	Apo	Non	D. B-L	B-L 70 Max	A	7	Pet	Tim 68700D	W	F	11.66	129.8	A	Tim 17300	Mat	Ros	Smi	Non	10000
Clinton 120SM	....	172	S 36x6	DS40x7	Wau EU	4-5x6¼	40.0	L	PC	Wau	Own	Zen	V	Spl	D-R	D. B-L	B-L 60 Max	A	7	Blo	Tim 67700	W	F	8.8	83.6	A*	Tim 17300	Row	Ros	StM	.....	9500
Diamond T-S7 7½	....	171½°	S 36x7	S 40x14	Bud BTU	4-5x6½	40.0	L	PC	Pie	G&O	Str	G	.....	A-L	D. B-L	B-L	A	7	Spi	Tim	W	F	11.7	110.0	A*	Tim	Mat	Ros	Day	.....	.....
Eagle 107	....	154°	S 36x6	S 40x14	Bud BTU	4-5x6½	40.0	L	PC	.....	Own	Zen	G	Eis	A-L‡	D. B-L	B-L 60	A	7	Pet	Wis 1600	R	F	10.25	.....	A*	Wis 30	Cha	Ros	Smi	.....	.....
Fageol 10-66	8500	229½	S 36x6	DS36x5	Wau AB	6-4½x5¾	48.6	L	PC	Wau	Own	Zen	G	Bos-R	D-R	D. B-L	B-L 55&60	U&A	7	Spi	Tim 65700	W	F	6.87	123.4	G°	Tim 17300	U.S.	Ros	K-B	Fir	12000
Fageol 645	5650	172°	S 36x6	DS40x7	Wau DU	4-4½x6¼	32.4	L	PC	Wau	Own	Zen	V	Bos-R	D-R	D. B-L	B-L 60	U&A	7	Spi	Tim 68700	W	F	10.33	55.2	B*	Tim 17300	U.S.	Ros	K-B	Fir	9750
Fageol 685	6400	172°	S 36x5	DS40x7	Wau AB	6-4½x5¾	48.6	L	PC	Wau	Own	Zen	V	Bos-R	D-R	D. B-L	B-L 55&60	U&A	7	Spi	Tim 68700	W	F	7.81	140.39	B*	Tim 17300	U.S.	Ros	K-B	Fir	10400
Federal X8	....	168	S 36x6	S 40x14	Con B7	4-5x6	40.0	L	FP	Pie	Own	Zen	V	Eis	D-R	P. B&B	B-L 60	A	7	Pet	Tim 68700 SP	W	F	11.6	110.2	B	Own	Mat	Gem	Day	Non	9100
Garford 150W	....	162	S 36x6	S 40x14	Bud BTU	4-5x6½	40.0	L	PC	K-P	Own	Zen	G	Spl	A-L	D. Own	B-L 60	A	7	B.G	Tim 68600D	W	F	10.25	97.3	A	Tim 1732B	Per	Ros	Day	Non	10100
Gramm 60	5370	153°	S 36x6	S 36x14	Her G	4-4¾x5¾	36.1	L	PC	Pie	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 1700	R	F	7.33	133.4	B*	Wis 30	Mat	Ros	Smi	Non	8700
Gramm 60	5650	153°	S 36x6	S 36x14	Lye TS	6-3⅞x5	36.2	L	FP	Han	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 1700	R	F	7.33	133.4	B*	Wis 30	Mat	Ros	Sml	Non	8700
Guilder L 6-7	....	170	S 36x6	S 40x14	Bud BTU	4-5x6½	40.0	L	PC	Pie	G&O	Zen	G	Eis	Non	D. B-L	B-L 60	A	4	M-E	Wis 1500	R	F	9.10	.....	A*	Shu 650	Mer	Ros	Van	Van	9600
Hahn N	....	162°	S 36x6	S 40x14	Con B5	4-4¾x6	36.1	L	FP	Pha	Chi	Str	G	Bos-R	Del	D. B-L	B-L	U	4	Spl	Tim 6760	W	F	10.25	.....	.....	Tim 1732	Mer	Ros	.....	.....	9200
Hendrickson SSWT	6200	.....	P 38x9	P 38x9	Bud BA6	6-4⅛x5⅛	40.8	L	FP	.....	Chi	Zen	V	Spl	.....	D. B-L	B-L 60	A	..	Blo	Own	W	F	6.25	.....	G*	Tim 16302	Eat	Ros	Int	Fir	8450
Hendrickson SW10	6900	.....	S 36x7	S 36x12	Wau EU	4-5x6	40.0	L	FP	Wau	Chi	Zen	G	Spl	.....	D. B-L	B-L 70	A	..	Blo	Own	W	F	9.00	102.6	G*	Tim 17300	Tut	Ros	Int	.....	11700
Hendrickson SW610	7300	.....	S 36x7	S 36x12	Bud GL6	6-4½x6	48.6	L	FP	.....	Chi	Zen	V	Spl	.....	D. B-L	B-L 70	A	..	Blo	Own	W	F	9.00	102.6	G*	Tim 17800	Tut	Ros	Int	.....	13000
Indiana 641-7	....	184°	S 36x6	S 40x12	Wis Z	6-4½x5	48.6	H	FP	K-P	Lon	Str	V	Eis	A-L‡	D. B-L	B-L 70 Max	A	7	Spi	Tim 68700SP	W	F	10.00	95.0	B*	Shu 610	Bea	Ros	Day	.....	.....
Kelly-Springfield KS70	....	160	S 36x6	DS40x8	Own	4-4½x6½	32.4	T	PC	Pie	Lon	Zen	G	Eis	A-L	P. B&B	B-L 60 Max	A	7	Pet	Own	C	D	12.9	123.12	...	Own	Det	Ros	Sml	Non	10320
Kenworth 10 ton	5975	181	S 36x7	DS40x8	Wau GU	4-5⅜x6¼	46.2	L	FP	Non	Mod	Str	V	Bos-R	D-R	D. B-L	B-L 60 Max	A	7	Spi	Tim 68700	W	F	10.0	95.0	B*	Tim 17300	Lah	Ros	K-B	.....	10000
Mack AC7½	6000	168°	S 36x7	DS40x7	Own AC	4-5x6	40.0	L	PS	Own	Own	Str	G	Spl	N-E‡	P. Own	Own AC	J	4	Spl	Own AC	C	D	10.5*	67.1	D*	Own AC	Mer	Own	.....	.....	.....
Moreland HD6 6-7 Ton	5375	190	S 36x5	S 36x10	Her YXC	6-4⅜x4¾	45.9	L	FP	Non	Own	Str	V	A-L	A-L	. Own	B-L 55	A	7	Pet	Own	W	F	7.75	73.5	A‡	Tim 16300	U.S	Ros	K-B	Fir	6300
Moreland SD6-10	6950	216	S 36x6	S 36x8	Con 16T	6-4¼x5¼	43.3	L	FP	Non	Own	Str	V	A-L	A-L	. Own	B-L 60	A	7	Pet	Own	W	F	8.75	83.0	A‡	Tim 17300	U.S.	Ros	K-B	Fir	9700
Moreland TD6-10	8600	221	S 36x7	S 36x10	Con 15H	6-4½x5¾	48.6	L	FP	Non	Own	Str	V	A-L	A-L	. B-L	B-L 70	A	7	Pet	Own	W	F	9.25	8[illegible].5	A‡	Tim 17300	U.S.	Ros	Sml	Fir	11000
Pierce-Arrow RF7½	5600	168	S 36x6‡	DS40x8	Own RF	4-4½x6¾	32.4	T	FP	Own	Own	Str	P	D-R	D-R	D. Own	Own RF	A	4	Spl	Own RF	W	F	10.0	51.9	B*	Own RF	S.P	Own	Bet	.....	9540
Saurer 5AD	6000	Opt	S 40x6‡	DS40x7‡	Own 5AD	4-4 21/64x7 3/32	29.3	L	PS	Own	Own	Own	G	Sci	Opt	K. Own	Own 5AD	U	4	Own	Own 5 AD	B	F	7.87	50.0	A*	Own 5AD	Own	Own	Own	.....	7500
Schacht Series R7½	....	168	S 36x7	DS40x8	Wau KU	6-4¼x4¾	43.3	L	FP	Han	Own	Zen	G	Bos-A	Non	D. B-L	B-L	A	7	Spl	Own	W	F	14.0	88.2	A‡	Own	Eat	Ros	Dav	.....	.....
Standard 5-7	....	165°	S 36x6	S 40x14	Con B5	4-4¾x6	36.1	L	FP	Sim	Lon	Str	V	Eis	BosA‡	D. B-L	B-L 60	A	7	Spl	Tim 68700SP	W	F	6.86	83.6	A	Tim 17300	Det	Ros	Day	Non	8700
Sterling DC25-64-6	....	166	S 36x6	S 40x12	Own 6KU	6-4¼x4¾	43.3	L	PC	Wau	Own	Zen	V	Eis	L-N	D. B-L	B-L 55	U	4	Spi	Own	C	D	9.3	50.1	D*	Tim 16300	Mat	Ros	Hoo	Gdy	7680
Sterling EW27-44-6	....	174	S 36x6	S 40x14	Own EU	4-5x6¼	40.0	L	PC	Wau	Own	Zen	V	Eis	L-N	D. B-L	B-L 60	A	4	Spi	Tim 67700	W	F	8.	52.3	A*	Tim 17300	Mat	Ros	Day	Gdy	9525
Sterling EC29-66A-7½	....	174	S 36x6	S 40x14	Own EU	4-5x6¼	40.0	L	PC	Wau	Own	Zen	V	Eis	L-N	D. B-L	Own	A	6	Spi	Own	C	D	9.3	56.6	D*	Tim 17300	Mat	Ros	Day	Gdy	9750
Sterling EC29-66A-7½	....	182	S 36x6	S 40x14	Own 6AB	6-4½x5¾	48.6	L	PC	Wau	Own	Zen	V	Eis	L-N	D. B-L	Own	A	6	Spi	Own	C	D	10.5	64.0	D*	Tim 17300	Mat	Ros	Day	Gdy	10380
United 100	....	151	S 36x6	S 40x14	Her G.	4-4¾x5¾	36.1	L	PC	Pie	Per	Zen	G	Eis	A-L	D. B-L	B-L 60	A	4	Blo	Wis 1800	R	F	11.2	106.4	A*	Shu 610	Det	Ros	Van	.....	8900
U. S. T.	4500	172°	S 36x6	DS40x6	Bud BTU	4-5x6½	40.0	L	PC	Sim	Own	Str	V	Eis	A-L	D. B-L	B-L 60	A	4	Blo	Tim 68700S	W	½	10.2	54.8	B	Shu 655	.....	Lav	Sml	Non	9700
Victor 90	....	164	S 36x7	S 36x14	Her G	4-4¾x5¾	36.1	L	FP	Pie	Per	Zen	V	Eis	.....	D. Cov	Cov SB4	U	4	U-M	Wis 1700	R	F	8.74	49.3	A	Shu 650	Det	Ros	Day	.....	8500
Ward LaFrance 7B	....	Opt	S 36x6	DS40x7	Wau GU	4-5⅝x6¼	50.6	L	PC	Wau	Own	Str	G	Bos-R	A-L‡	D. B-L	B-L 60 Max	A	7	Spl	Tim Spec.	W	F	8.8	83.6	A‡	Tim	Mar	Ros	Day	.....	9500
Ward La France 7B6	....	Opt	S 36x7	DS40x8	Wau 6AL	6-4½x5¾	48.6	L	PC	Wau	Own	Zen	V	Bos-R	A-L‡	D. B-L	B-L 60 Max	A	7	Spl	Tim Spec.	W	F	8.8	83.6	B‡	Tim	Mar	Ros	Dav	.....	9575
White 52	5100	174°	S 36x6	S 40x12	Own GRB	4-4¼x5¾	28.9	L	PC	Own	Own	Zen	V	.....	L-N‡	P. Own	Own	U	5	Spi	Own	R	F	11.7	92.1	B*	Own	Own	Own	Own	Non	9184
Witt Will AS	5900	172°	S 36x6	S 40x14	Con B5	4-4¾x6	36.1	L	FP	Non	Own	Zen	G	Eis	Bos-A	D. B-L	B-L 60 Max	A	7	Spl	Tim 68700	W	F	10.25	.....	A*	Tim 1732B	She	Ros	Day	Non	9500
Gasoline Tractor-Trucks																																
Acme 24	....	114	P 30x5	P 30x5	Con S4	4-4¼x4½	28.9	L	FP	.....	Per	Zen	V	Bos-A	A-L	D. Ful	Ful	U	3	Blo	Col 53006	S	F	5.85	20.9	A*	Col 5303	Det	Ros	Sml	Fir	3625
Acme 36	....	116	P 32x6	P 32x6	Con 8R	6-3⅜x4½	27.3	L	FP	.....	Per	Zen	V	Bos-A	A-L	D. Ful	Ful	U	3	Blo	Tim 5620	S	F	6.37	26.1	A*	Tim 1460	Det	Ros	Sml	Fir	4000
Acme 54	....	115	P 34x5	P 34x8	Con S4	4-4¼x4½	28.9	L	FP	Pie	Per	Zen	V	Bos-A	A-L	D. Ful	Ful	U	4	Blo	Tim 65660D	W	F	8.5	40.8	A*	Tim 1526	Det	Ros	Bim	.....	5000
Acme 56	....	124½	P 34x5	P 34x8	Con 6B	6-3¾x5	33.7	L	FP	Pie	Per	Zen	V	Bos-A	A-L	D. Ful	Ful	U	4	Blo	Tim 65660D	W	F	7.75	37.2	A*	Tim 1526	Det	Ros	Bim	.....	5000
Acme 74	....	120	P 36x5	P 36x10	Con L4	4-4½x5½	32.4	L	FP	Pie	Per	Zen	V	Bos-A	A-L	D. Ful	Ful	A	4	Blo	Tim 6570	W	F	8.5	53.5	A*	Tim 1544B	Det	Ros	Smi	.....	6000
Acme 76	....	128	P 36x5	P 36x10	Con 7T	6-4⅛x5¼	40.8	L	FP	Pie	Per	Zen	V	Bos-A	A-L	D. Ful	Ful	A	4	Blo	Tim 6570	W	F	7.75	46.7	A*	Tim 1544B	Det	Ros	Smi	.....	6800
Acme 104	....	129	P 36x6	P 40x14	Con B7	4-5x6	40.0	L	FP	Pie	G&O	Zen	V	Bos-A	A-L	D. Ful	Ful	A	8	Blo	Tim 6760	W	F	10.	107.0	A*	Tim 1732	Det	Ros	Smi	.....	9200
Amer. La France 5 Ton.	3950	131	S 36x5	S 36x10	Own 2R	4-4¼x6	28.9	L	PS	Own	Bus	Zen	V	Bos-A	BosA‡	D. Own	Own 2R	A	4	Own	Own 2R	R	F	7.57	40.8	B*	Own 2R	Mer	.....	Day	Non	6400
Amer. La France 7 Ton.	4950	133	S 36x6	DS36x6	Own 3R	4-4¼x6	28.9	L	PS	Own	Bus	Zen	V	Bos-A	BosA‡	D. Own	Own 3R	A	4	Own	Own 5R	W	F	8.8	47.8	B*	Own 3R	Mer	.....	Day	Non	8400
Amer. La France 10 Ton	5500	133	S 36x6	DS40x6	Own 5R	4-4¾x6	36.1	L	PS	Own	Bus	Zen	V	Bos-A	BosA‡	D. Own	Own 5R	A	4	Own	Own 5R	W	F	10.0	54.4	B*	Own 5R	Mer	.....	Day	Non	9400
Amer. La France 13 Ton	5750	133	S 36x7	DS40x7	Own 5R	4-4¾x6	36.1	L	PS	Own	Bus	Zen	V	Bos-A	BosA‡	D. Own	Own 5R	A	4	Own	Own 5R	W	F	10.0	54.4	B*	Own 5R	Mer	.....	Dav	Non	9500
Amer. La France 15 Ton	6000	133	S 36x7	DS40x8	Own 5R	4-4¾x6	36.1	L	PS	Own	Bus	Zen	V	Bos-A	BosA‡	D. Own	Own 5R	A	4	Own	Own 5R	W	F	11.67	63.5	B*	Own 5R	Mer	.....	Day	.....	9700
Armleder 30	....	115	S 34x4	S 34x6	Her OX	4-4x5	25.6	L	PC	Non	Lon	Zen	V	Bos-A	A-L	D. B-L	B-L	U	4	Spl	Tim	W	½	8.8	47.8	A	Tim	Mar	Ros	Sml	Fir	4100
Armleder 50	....	116	S 36x4	S 36x8	Bud EBU-I	4-4¼x5½	28.9	L	PC	Han	Lon	Zen	V	Bos-A	A-L	D. B-L	B-L	U	4	Spl	Tim	W	F	9.25	49.5	A	Tim	Mar	Ros	Sml	Fir	5100
Armleder 70	....	119	S 36x6	S 36x12	Bud YBU-I	4-4½x6	32.4	L	PC	Han	Lon	Zen	V	Bos-A	A-L	D. B-L	B-L	U	4	Spl	Tim	W	F	12.0	64.2	A	Tim	Mar	Ros	Smi	.....	7000
Autocar HT	....	106	S 34x5	S 36x8	Own Y	4-4¼x5½	28.9	L	SP	Pha	Own	Str	G	Bos-A	L-N‡	P. Own	Own Y	A	4	Spl	Own H	R	F	8.5	51.0	A*	Own H	S.P.	Ros	.....	.....	5850
Autocar HST	....	108	S 34x5	S 36x10	Own Y	4-4¼x5½	28.9	L	SP	Pha	Own	Str	G	Bos-A	L-N‡	P. Own	Own J	A	4	Spl	Own J	R	F	9.89	72.0	A*	Own J	S.P.	Ros	.....	.....	6750
Autocar MT	...	110	S 34x6	S 36x12	Own M	4-4½x5½	32.4	L	SP	Pha	Own	Str	G	Bos-A	L-N‡	P. Own	Own B	A	4	Spi	Own M	R	F	10.92	79.6	A*	Own M	S.P.	Ros	.....	.....	7400
Diamond T T3T	....	119½	S 36x3½	S 36x5	Her OX	4-4x5	25.6	L	PC	Mer	G&O	Str	V	Apo	Non	D. Cov	Cov JUC	U	3	Spl	Tim	W	½	8.75	31.7	A*	Tim 1452	Mat	Ros	.....	Non	.....
Diamond T U4T	....	129¼	S 36x4	S 36x8	Her K	4-4¼x5¾	28.9	L	PC	Mer	G&O	Str	V	Apo	.....	D. Cov	Cov RAD4	A	4	Spl	Tim 65600	W	F	9.25	48.1	A*	Tim 1544B	Mat	Ros	.....	.....	5940
Diamond T K2T	..	118⅞	S 36x5	DS36x5	Her L	4-4½x5¾	32.4	L	PC	Mer	G&O	Str	V	Apo	Non	D. Cov	Cov SB	A	4	Spi	Tim 65600	W	F	10.33	52.4	A*	Tim 1632B	Mat	Ros	.....	Non	.....
Diamond T S2T	...	145	S 36x6	DS40x7	Her G	4-4¾x5½	36.1	L	PC	Pie	G&O	Str	G	Apo	A-L	D. Cov	B-L 60 Max	A	7	Spi	Tim 6760D	W	F	11.6	110.7	A*	Tim 17300	Mat	Ros	Day	Non	.....
Federal LD	....	121	S 36x4	DS36x4	Con K4	4-4⅛x5¼	27.2	L	FP	Pie	Own	Zen	V	Eis	D-R	P. B&B	B-L 55	A	7	Pet	Tim 65600SP	W	F	8.50	80.75	B	Own	Mat	Gem	Day	Non	5000
Federal HD	....	125	S 36x5	DS36x5	Con L4	4-4½x5½	32.4	L	FP	Pie	Own	Zen	V	Eis	D-R	P. B&B	B-L 55	A	7	Pet	Tim 66700SP	W	F	9.5	90.75	B	Tim 1632B	Mat	Gem	Dav	Non	6700
Garford 50	....	130	S 36x4	S 36x8	Bud EBU-I	4-4¼x5½	28.9	L	PC	K.P	Own	Zen	G	Spl	Non	D. Own	B-L 55 Max	A	7	Spl	Tim 65600D	W	F	8.5	80.75	A	Tim 15302	Per	Ros	Day	Non	5950
Garford 80	....	132	S 36x5	S 36x12	Bud BTU	4-5x6½	40.0	L	PC	K.P	Own	Zen	G	Spl	Non	D. Own	B-L 60 Max	A	7	B.G.	Tim 66600	W	F	8.75	83.1	A	Tim 1632B	Per	Ros	Bet	Non	8700

Garford 100	....	132	S 36x6	S 40x14	Bud BTU	4-5x6¼	40.0	L	PC	K.P	Own	Zen	G	Spl	Non	D. Own	B-L 60 Max	A	7	B.G.	Tim 67700D	W	F	10.25	97.38	A	Tim 1632B	Per	Ros Bet	Non	9450
General Motors K-10T	....	111¼	S 36x5	S 36x12	G.M.C. 89	4-4½x6½	32.4	L	FP	K.P.	McC	Mar	V	Eis	D-R	D. Own	Own	U	7	Own	Tim 66600	W	F	10.33	81.01	A‡	Tim 16380	Det	Own Day	Non	7677
General Motors K-15T	....	111¼	S 36x5	S 36x14	G.M.C. 89	4-4½x6½	32.4	L	FP	K.P	McC	Mar	V	Eis	D-R	D. Own	Own	U	7	Gwn	Tim 67600	W	F	11.65	91.46	A‡	Tim 16380	Det	Own Day	Non	8477
Gramm 35-6 ton	4160	153°	S 36x5‡	S 36x10‡	Her L	4-4½x5¾	32.4	L	PC	Pie	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 8800	R	F	6.331	15.5	B*	Wis 30	Mat	Ros Smi	Non	7100
Gramm 35-6 ton	4440	153°	S 36x5‡	S 36x10‡	Lyc TS	6-3⅞x5	36.2	L	FP	Han	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 8800	R	F	6.331	15.5	B*	Wis 30	Mat	Ros Smi	Non	7100
Gramm 45-10 ton	4735	153°	S 36x5‡	S 36x12‡	Her L	4-4½x5¾	32.4	L	PC	Pie	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 1450	R	F	7.081	28.8	B*	Wis 30	Mat	Ros Smi	Non	7600
Gramm 45-10 ton	5020	153°	S 36x5‡	S 36x12‡	Lyc TS	6-3⅞x5	36.2	L	FP	Han	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 1450	R	F	7.081	28.8	B*	Wis 30	Mat	Ros Smi	Non	7600
Gramm 60-15 ton	5370	153°	S 36x6	S 36x14	Her G	4-4¾x5¾	36.1	L	PC	Pie	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 1700	R	F	7.331	33.4	B*	Wis 30	Mat	Ros Smi	Non	8700
Gramm 60-15 ton	5650	153°	S 36x6	S 36x14	Lyc TS	6-3⅞x5	36.2	L	FP	Han	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 1700	R	F	7.331	33.4	B*	Wis 30	Mat	Ros Smi	Non	8700
Harvey WTT 6 ton	3500	125	S 36x5	S 36x10	Bud EBU-1	4-4¼x5½	28.9	L	PC	McC	Own	Str	G	Bos-R	Non	D. B-L	B-L 55	A	7	Spl	Tim 65700	W	F	10.5	99.75	A*	Tim 15300	Bea	Ros Int	.....	6950
Harvey WHT 10 ton	4250	125	S 36x6	S 36x12	Bud YBU-1	4-4½x6	32.4	L	PC	McC	Own	Str	G	Bos-R	Non	D. B-L	B-L 60	A	7	Spl	Tim 66600	W	F	10.3	98.15	A*	Tim 16300	Bea	Ros Int	.....	8900
Int. Harvester 43	....	115	S 36x4	S 36x7	Own 43	4-3¾x5	22.5	H	SP	Own	Own	Own	G	Bos-R	Opt	D. Own	Own	U	4	Own	Own 43	I	D	9.00	51.1	B*	Own 43	S.S.	Own Own	.....	4760
Int. Harvester 63	....	120	S 36x5	S 36x8	Own 63	4-4¼x5	28.9	H	SP	Own	Own	Own	G	Bos-R	Opt	D. Own	Own	U	4	Own	Own 63	I	D	9.00	53.1	B*	Own 63	S.S.	Own Own	.....	5600
Int. Harvester 103	....	134	S 36x5	S 40x14	Own 103	4-4¼x5	28.9	H	SP	Own	Own	Own	G	Bos-R	Opt	D. Own	Own	U	4	Own	Own 103	I	D	11.00	64.9	B*	Own 103	S.S.	Own Own	.....	7435
Int. Harvester 54C	....	122	S 36x5	S 36x10	Own	4-4¼x5	28.9	H	SP	Own	Own	Zen	G	Bos-R	Opt	D Own	Own	U	4	Own	Own	C	D	8.15	48.0	B*	Own	S.S.	Own Own	.....	6000
Int. Harvester 74C	..	137	S 36x6	S 36x12	Own	4-4¼x5	28.9	H	SP	Own	Own	Zen	G	Bos-R	Opt	D. Own	Own	U	8	Own	Own	C	D	10.6	86.0	B*	Own	S.S.	Own Own	.....	8315
Mack AB 5-6 Ton	3400	122½	S 36x4	DS36x4	Own AB	4-4¼x5	28.9	L	PS	Own	Own	Str	G	Spl	N-E‡	D. Own	Own AB	U	4	Spl	Own AB	C	D	10.5*	51.1*	B*	Own AB	Mer	Own	.....	.....
Mack AC 7-10 Ton	4950	128	S 34x5	DS36x5	Own AC	4-5x6	40.0	L	PS	Own	Own	Str	G	Spl	N-E‡	P. Own	Own AC	J	4	Spl	Own AC	C	D	9.1	58.0*	D*	Own AC	Mer	Own	.....	.....
Mack AC 11-14 Ton	5500	128	S 34x6	DS36x6	Own AC	4-5x6	40.0	L	PS	Own	Own	Str	G	Spl	N-E‡	P. Own	Own AC	J	4	Spl	Own AC	C	D	9.7	62.2*	D*	Own AC	Mer	Own	.....	.....
Mack AC 15 Ton	6000	128	S 34x7	DS36x7	Own AC	4-5x6	40.0	L	PS	Own	Own	Str	G	Spl	N-E‡	P. Own	Own AC	J	4	Spl	Own AC	C	D	11.5	73.5*	D*	Own AC	Mer	Own	.....	.....
Pierce-Arrow XB	3750	140	S 36x5	S 36x5	Own XB	4-4x5½	25.6	T	FP	Own	Own	Str	P	D-R	D-R	D. Own	Own XB	A	4	Spl	Own XB	W	½	9.25	50.2	A*	Own	S.P	Own Own	Non	6180
Pierce-Arrow RD	5400	133	S 36x6	S 36x6	Own RD	4-4½x6¾	32.4	T	FP	Own	Own	Str	P	D-R	D-R	D. Own	Own RD	A	4	Spl	Own RD	W	F	7.8	41.5	B*	Own	S.P	Own Own	Non	8650
Pierce-Arrow RF	5600	132	S 36x6	S 36x7	Own RF	4-4½x6¾	32.4	T	FP	Own	Own	Str	P	D-R	D-R	D. Own	Own RF	A	4	Spl	Own RF	W	F	10.0	51.9	B*	Own	S.P	Own Own	Non	9340
Saurer	6000	Opt	S 40x6	DS40x7	Own	4-4 21/64x3 3/32	29.3	L	PS	Own	Own	Own	G	Sci	Opt	K. Own	Own	U	4	Own	Own	B	F	7.87	50.	B	Own	Own	Own Own	....	7500
Schacht 5 Ton	....	130	S 34x5	S 34x10	Wau XK	6-3¾x4½	33.7	L	PC	......	Own	Zen	G	L-N	L-N	D. Ful	Ful	U	4	Spl	Own	R	F	9.42	45.22	A	Own	Eat	Ros	Non	6200
Schacht 7 Ton	....	130	S 36x5	S 36x12	Wau KU	6-4¼x4¾	43.3	L	PC	.....	Own	Zen	G	Bos-A	Non	D. B-L	Ful	U	4	Spl	Own	R	F	10.3	65.0	B	Own	Eat	Own	Non	7500
Schacht 13 Ton	....	130	S 36x6	DS40x7	Wau KU	6-4¼x4¾	43.3	L	PC	......	Own	Zen	G	Bos-A	Non	D. B-L	B-L	U	7	Spl	Own	W	F	14.0	88.2	B	Own	Eat	Ros	Non	10000
Schacht 15 Ton	....	130	S 36x7	DS40x8	Wau KU	6-4¼x4¾	43.3	L	PC	......	Own	Zen	G	Bos-A	Non	D. B-L	B-L	U	7	Spl	Own	W	F	14.0	88.2	B	Own	Eat	Ros	Non	10600
Service 61	....	127⅜	S 36x4	S 36x10	Bud EBU-I	4-4¼x5½	28.9	L	PC	Non	.....	Str	V	Eis	D-R	P. B&B	B-L 51	A	4	Spl	Tim 6566	W	F	7.75	41.5	A	Tim 1544B	She	Ros Int	....	5785
Service 81	...	131⅞	S 36x5	S 36x12	Bud YBU-I	4-4½x6	32.4	L	PC	Non	......	Str	V	Eis	D-R	P. B&B	B-L 60	A	4	Spl	Tim 6666	W	F	7.8	41.7	A	Tim 1632B	She	Ros Int	...	7900
Service 103	....	131⅞	S 36x6	S 40x14	Bud YBU-I	4-4½x6	32.4	L	PC	Non	.....	Str	V	Eis	D-R	P. B&B	B-L 60	A	7	Spl	Tim 6760	W	F	10.25	97 3	A	Tim 1732B	She	Ros Int	.....	9150
Walter FK	6100	Opt...	P 40x8	P 40x8	Own 6	6-4¼x4¾	43.4	L	PC	Own	Own	Zen	V	Eis	D-R	. Own	Own	U	5	Own	Own	R	D	8.50	85.0	E*	Own	.....	Ros Bud	.....	7500
Walter FH	7600	Opt	P 40x8	DP40x8	Own 6	6-4½x5¾	48.6	L	PC	Own	Own	Zen	V	Eis	D-R	Own	Own	U	5	Own	Own	R	D	8.50	85.0	E*	Own	....	Ros Bud	.....	9000
Walter FHR	7600	Opt	S 40x8	DS40x8	Own 6	6-4½x5¾	48.6	L	PC	Own	Own	Zen	V	Eis	D-R	Own	Own	U	5	Own	Own	R	D	8.50	85.0	E*	Own	....	Ros Day	.....	10000
White 52T	4700	129½	S 36x5‡	DS40x5	Own GRB	4-4¼x5¾	28.9	L	PC	Own	Own	Zen	V	......	L-N‡	P. Own	Own 2B	U	4	Spl	Own	R	F	11.7	76.5	B*	Own	Own	Own Own	.....	8126
White 51A	3800	134	S 36x5‡	S 36x8‡	Own GRB	4-4¼x5¾	28.9	L	PC	Own	Own	Zen	V	......	L-N‡	P. Own	Own 2B	U	4	Spl	Own	S	½	7.14	46.7	B*	Own	Own	Own Own	.....	.....

Motor Bus Chassis Specifications

For Other Chassis Which Are Recommended and Adaptable for Bus Use, See Models Having Sign (§) in the "COMMERCIAL CAR SPECIFICATIONS"

Key of abbreviation, page 48

MAKE AND MODEL	GENERAL					ENGINE				ELECTRICAL SYSTEM				Normal Speed		TRANSMISSION				REAR AXLE			FRONT AXLE		TIRES AND WHEELS				DIMENSIONS (In.)		
		WEIGHT										BATTERY				CLUTCH	GEARSET								TIRES (In.)					OVERALL	
	Seating Capacity	Chassis Only	Chassis with Body	Recommended Body Allowance	Wheelbase	Make and Model	Number of Cylinders, Bore and Stroke	Radiator Make	Carburetor Make	Ignition System Make	Generator and Starter Make	Make	Voltage and Amp. Hr. Cap.	High M. P. H.	Low M. P. H.	Type and Make	Make and Model	Number of Forward Speeds	Universal Make	Make and Model	Final Drive	Brake Location	Make and Model	Steering Gear Make	Front	Rear	Wheels—Make	Turning Radius (Ft.)	Floor Height	Length	Width
A.C.F. 508	30	.....	.....	....	230	Ha S	6-4¼x5½	......	Zen	D-R	D-R	......	12-115	...	....	D. B-L	B-L 55	4	Spi	Tim	W	E	Tim	Ros	P 38x7	DP 38x7	Bud	.....	.....	.....	....
A.C.F. 519 (gas. .elec.)	60	.....	.....	....	230	Ha S	6-4¼x5½	......	Zen	D-R	D-R	......	12-180	...	....	....	.....	....	Spi	Tim	W	E	Tim	Ros	P 36x8	DP 36x8	Bud	.....	.....	.....	....
A.C.F. 601	23	.....	.....	....	198	Ha S	6-3¾x5	......	Zen	D-R	D-R	......	12-115	...	....	D. B-L	B-L 55	4	Spi	Tim	W	E	Tim	Ros	P 34x7½	DP34x7½	Bud	.....	.....	.....	....
Acme 116	18	4910	8460	....	180	Con 6B	6-3¾x5	Per	Zen	Eis	Bos-A	Wil	6-153	40	....	D. B-L	B-L 51	4	Blo	Wis 67410	R	A*	Shu	Ros	P 32x6	DP 32x6	Mot	.....	21¾	259	83¾
Acme 112	22	5110	9280	....	205	Con 7T	6-4⅛x5¼	Per	Str	Eis	Bos-A	Wil	6-153	45	....	D. B-L	B-L 55	4	Blo	Wis	B	A*	Shu	Ros	P 32x6	DP 32x6	Mot	.....	21¾	276	83¾
Brockway JB	16	3200	4700	1500	142	Wis C	4-3¾x5	G&O	Zen	A-L	A-L	Exi	6-153	38	5.0	P. B&B	B-L 20	3	Spi	Col 54030	S	G*	Col 3204	Ros	P 32x6	P 32x6	Mel	25	31½	203	67¼
Brockway EB	20	3975	6350	2500	153°	Wis SU	4-4x5	G&O	Zen	L-N	L-N	Exi	12-220	40	7.0	D. B-L	B-L 30	3	Spi	Col 55004	S	G*	Col 5403	Ros	P 32x6	P 34x7	Mel	28	28½	243	64
Brockway EB4	20	4150	6400	2500	154°	Wis Y	6-3⅝x5	G&O	Zen	L-N	L-N	Exi	12-220	42	7.0	D. B-L	B-L 30	3	Spl	Col 55004	S	G*	Col 5403	Ros	P 32x6	P 34x7	Mel	28	28½	243	64
Brockway H	26	6450	7975	3000	182°	Wis H	6-4x5	G&O	Zen	L-N	L-N	Exi	12-220	30	8.5	D. B-L	B-L 55	4	Spl	Wis 6731	R	G*	Shu 5550B	Ros	P 32x6	DP 32x6	Bud	30	26½	256	74

Brockway SW	24	4820	6450	2500	173°	Wis Y	6-3⅜x5	G&O	Zen	L-N	L-N	Exi	12-220	35	.....	D. B-L	B-L 35	4	Spl	Wis 4610	R	G*	Col 5403	Ros	P 32x6	DP 32x6	Bud	32	28½	263	68
Brockway JI	32	7680	11000	5000	221°	Wis H	6-4x5	G&O	Zen	L-N	L-N	Exi	12-220	32	6.0	D. B-L	B-L 55	4	Spl	Tim 65220	I	B‡	Shu 610B	Ros	P 34x7	DP34x7	Bud	32	26	344¾	90
Clinton 65B	30	5925	8700	2725	184	Wau CU	4-4⅜x5¾	Own	Zen	Bos-A	Spl	Pol	6-180	30	3.0	D. B-L	B-L 55	4	Blo	Tim 6566	W	A*	Tim 1344B	Ros	P 36x6	DP 36x6	Bud	37	30	270	75½
Clinton 65BS	35	6600	9600	3000	220	Wau 6Q	6-4x5¾	Own	Zen	L-N	Spl	Pol	12-220	35	3.0	D. B-L	B-L 55	4	Blo	Tim 6516	W	A*	Tim 1550	Ros	P 36x6	DP 36x6	Bud	40	26	288	90
Concord Bus	25	6200	11500	5300	216	Bud BUS	6-4x5½	Own	Zen	Bos-A	L-N	Exi	12-220	40	7.0	D. B-L	B-L 51Sp.	4	Blo	Tim 6571S	W	A	Shu 5550B	Ros	P 32x6	DP 32x6	Bud	38	28	279	90
Corbitt SB-620	15	3350	5100	1750	138	Con 18E	6-3⅜x4	Per	Str	D-R	D-R	Pol	6-150	40	5.0	D. B-L	B-L 20	4	Spi	Tim 6250H	S	G	Tim 11703H	Ros	B32x6.75	B32x6.75	......	26	27	240	72
Corbitt SB630	18	3850	......	....	140	Con 15C	6-3⅜x4⅝	Per	Zen	D-R	D-R	Pol	6-150	50	7.0	D. B-L	B-L 31	3	Spi	Tim 5622H	S	G	Tim 12703H	Ros	B34x7.50	B34x7.50	......	30	28	258½	74⅝
Corbitt SB-646	21	....	......	....	Opt	Con 15C	6-3⅜x4⅝	Per	Zen	D-R	D-R	Pol	6-150	40	7.0	D. B-L	B-L 35	4	Spi	Tim 63102H	W	G	Tim 14703H	Ros	P32x6	DP32x6	......	...	28	....	....
Day-Elder 20	20	5300	7800	2500	168	Con 6B	6-3¾x5	Bus	Zen	L-N	L-N	USL	12-143	35	7.0	D. Ful	Ful GU14	4	Spl	Tim 63500D	W	A	Tim 14703	Ros	P 32x6	DP32x6	Bud	30	30	258½	72¼
Day-Elder 30	30	7300	11300	4000	220	Bud BA6	6-4⅛x5⅛	Bus	Zen	L-N	L-N	USL	12-143	35	7.0	D. Ful	Ful RU16	4	Spl	Tim 65700D	W	A	Shu 610B	Ros	P 36x6	DP36x6	Bud	27	29	317	80
Denby 36	30	7000	10500	3500	216	Con 6B	6-3¾x5	Lon	Zen	Bos-R	Bos-R	Wil	12-153	30	.....	D. Ful	Ful GU14	4	Blo	Cla 3D	I	A	Shu 610B	Ros	P 36x6	DP 36x6	Bud	34	21	294	91
Douglas	21	5700	9150	3450	182	Bud DS6	6-3⅝x5	Chi	Sch	N-E	N-E	Exi	12-117	..	.....	D. Ful	Ful	4	Blo	Wis 67500	R	A	Shu	Ros	P 32x6	DP32x6	Van	....	24	288	90
Fageol 503 (Kent)	29	....	.....	....	230	Ha S	6-4¼x5½	......	Zen	D-R	D-R	......	......	...	.....	D. Own	Own	4	Spi	Tim	W	E	Tim	Ros	P 36x6	P 36x6	Bud	....	....	....	....
Fageol Parlor Car	26	....	.....	....	230	Wau	6-4½x5¾	Lon	Zen	Bos-R	L-N	USL	12-118	35	7.0	D. B-L	B-L 55	4	Spi	Tim 65190	W	B°	Tim 1560	Ros	P 36x6	DP36x6	Bud	38½	20¾	342	89
Fageol Street Car	29	....	.....	....	230	Wau	6-4½x5¾	Lon	Zen	Bos-R	L-N	USL	12-118	35	7.0	D.B-L	B-L 55	4	Spi	Tim 65190	W	B°	Tim 1560	Ros	P 36x6	DP36x6	Bud	38	22½	339	89
Fageol Dbl. Deck	58	....	.....	....	233	Wau	6-4½x5¾	Lon	Zen	Bos-R	L-N	USL	12-118	35	8.0	D. B-L	B-L 55	4	Spi	Tim 6521	W	B°	Tim 1660	Ros	P 36x8	DP36x8	Bud	45½	21..	360 11/16	93½
Fifth Ave. J ½	25	5850	8530	2780	172	Yell EZ	4-4x6	Own	Zen	Eis	N-E	Exi	12-120	30	7.5	P. Own	Own J	4	She	Tim 6412	W	A	Tim 1523	Ros	P 32x6	DP32x6	Bud	30½	27⅝	277	87½
Fifth Ave. L	55	6850	12040	5190	174¾	Yell EZ	4-4x6	Own	Zen	Eis	N-E	Exi	12-150	27	5.0	Yell	Own L	4	Spi	Own L	I	B	Own L	Ros	S 36x5	DS36x6	Own	26½	25	296	90
Garford KB	21	4400	115003	0001	80	Wis Y	6-3⅜x5	Lon	Zen	A-L	A-L	Wil	6-135	35	7.3	D. B-L	B-L 31	3	B.G	Tim 5620H	B	E	Tim 1473H	Han	P 36x6	P 34x7	Day	29	25	276½	71
Garford CB	29	6900	11300	4400	220	Wis Z	6-4½x5	Lon	Zen	Spl	L-N	Wil	12-153	57	11.9	D. B-L	B-L 60S	4	Spi	Tim 6522W	W	E	Tim 1660W	Ros	P 32x6	DP36x6	Bud	35	23	....	....
Graham Bros. JD	16	3825	6890	3000	162	Dodge	6-3⅜x4½	Lon	Str	N-E	N-E	Wil	6-215	40	.....	P. B&B	Own	4	U-P	Own	S	E†	Own	Han	P 32x6	P 34x7	Cla	27½	27½	249	77
Graham Bros. YD	21	4075	7155	3000	162	Dodge	6-3⅜x4½	Lon	Str	N-E	N-E	Wil	6-215	35	.....	P. B&B	Own	4	U-P	Own	S	E†	Own	Han	P 32x6	P 34x7	Cla	27½	27½	250	86
Graham Bros. YDX	21	4370	7450	3000	162	Dodge	6-3⅜x4½	Lon	Str	N-E	N-E	Wil	6-215	35	.....	P. B&B	Own	4	U-P	Own	S	E†	Own	Han	P 32x6	DP32x6	Bud	28	26½	250	86
Gramm 363N	15	3100	5100	2000	164	Lyc S	6-3¼x4½	Own	Zen	A-L	A-L	USL	6-135	...	.....	D. Cov	Cov	3	Blo	Eat 1002	B	B*	Col 5300	Ros	P 30x5	P 32x6	Smi	.....	2·½	.....	....
Gramm RA	17	5500	8500	3000	184	Lyc TS	6-3⅞x5	Own	Zen	A-L	DJ	Wil	6-215	...	.....	D. Ful	Ful GU	4	Blo	Eat 2252	B	E*	Col 5268	Ros	P 32x6	DP32x6	Bud	30	20	255	82
Gramm 30	21	6200	9200	3000	210	Bud BA-6	6-4⅛x5⅛	Own	Zen	A-L	DJ	Wil	6-215	...	.....	D. Ful	Ful GU	4	Blo	Wis 6617	R	E‡	Shu 5550	Ros	P 32x6	DP32x6	Bud	32	20	299	82
Gramm 31	25	6500	9500	3000	236	Bud BA-6	6-4⅛x5⅛	Own	Zen	A-L	DJ	Wil	6-215	...	.....	D. Ful	Ful GU	4	Blo	Wis 6617	R	E‡	Shu 5550	Ros	P 32x6	DP32x6	Bud	35	20	325	82
Guilder 20	17	3650	.....	....	152	Bud HS6	6-3⅜x4½	G&O	Zen	D-R	D-R	Wil	6-	...	.....	D. B-L	B-L 31	3	Spi	Cla 504	B	A*	Shu 5410	Ros	P 32x6	DP32x6	Bud	.....	25	.....	....
Guilder 26	21	.....	.....	....	180	Bud DW6	6-3¾x5	G&O	Zen	D-R	D-R	Wil	6-	...	.....	. B-L	B-L 31	3	Spi	Wis 4700	R	A*	Shu 5410	Ros	P 32x6	DP32x6	Bud	.....	26	.....	....
Guilder 35	25	.....	.....	...	204	Bud DW6	6-3¾x5	G&O	Zen	D-R	D-R	Wil	6-	..	.....	D. B-L	B-L 51	4	Spi	Wis 67500	R	A‡	Shu 5550B	Ros	P 32x6	DP32x6	Bud	.....	26	.....	....
Guilder 36	25	6000	.....	....	204	Bud BA6	6-4⅛x5⅛	G&O	Zen	N-E	N-E	Wil	12-	45	5.0	D. B-L	B-L 51	4	Spi	Wis 13200K	R	A‡	Shu 610B	Ros	P 36x6	DP36x6	Bud	36	26	312	92
Hahn K	27	4900	8400	...	198	Con 6B	6-3¾x5	Chi	Sch	Bos-R	L-N	Wil	12-220	..	5.0	D. B-L	B-L	4	Spl	Wis 6730	R	A	Shu 5550B	Ros	S 32x6	DP32x6	Bud	...	27	Opt	Opt
Hahn L	35	6800	10300	...	245	Con 14H	6-4¼x5¾	Chi	Sch	Bos-R	L-N	Wil	12-220	...	5.0	D. B-L	B-L 60	4	Spl	Tim 6530	R	A	Shn 5550B	Ros	S 34x7	DP34x7	Bud	...	28	Opt	Opt
Hahn O	20	4700	7500		144	Her OX	4-4x5	Chi	Str	Bos-R	L-N	Wil	6-110	...	7.0	D. B-L	B-L	3	Spl	Wis 6736	R	A	Wis 11A	Ro-	S 32x6	S 32x6	Bud	...	25	Opt	Opt
Int. Harvester 15	16	4125	....	2500	160	Lyc 4SL	6-3¼x4½	Lon	Zen	D-R	D-R	Pol	6-100	..	.....	P. Lon	Own	3	M.M.	Eat	B	A*	Eat	CAS	B32x6.75	B 32x6.75	Bud	29	24	259	77
Kenworth BU21	21	6100	....	3500	203	Bud BA6	6-4⅛x5⅛	Bus	Zen	Bos-R	L-N	Gor	6-150	45	.....	D. B-L	B-L 51	4	Spi	Cla 720	B	B*	Shu 610B	Ros	P 32x6	DP 32x6	Bud	36	25	293	60
Kenworth BU29	21	7000	....	4500	244	Bud GL6	6-4½x6	Bus	Zen	Bos-R	L-N	Gor	6-150	45	.....	D. B-L	B-L 51	4	Spl	Tim 65220S	W	B*	Tim 1660	Ros	P 34x7	DP 34x7	Bud	40	25	346	72
Kissel	21	.....	7725	2400	182	Own CB6	6-3 7/16x5⅛	Fed	Sch	D-R	D-R	Wil	6-240	45	.....	P. B&B	W-G	3	Spl	Tim 5620H	B	E	Tim 2341H	Ros	P 32x6	P 34x7	Bud	....	24	248	....
Larrabee XH31	21	5600	9000	3400	190	Con 6B	6-3¾x5	Fed	Zen	D-R	D-R	Exi	12-120	45	5.0	D. B-L	B-L 51	4	Spl	Wis 67300	R	A	Shu 5550B	Ros	P 32x6	DP 32x7	Bud	37	25	220	84
Mack AB City Type	25	...	...		196	Own AB	4-4¼x5	Own	Str	Spl	N-E‡	Exi	12-110	..	.....	D. Own	Own AB	4	Spl	Own AB	R	B‡	Own AB	Own	Opt*	Opt*	Bud	27½	25⅝	311	89½
Mack AB City Type	29	....	.....	...	225	Own AB	4-4¼x5	Own	Str	Spl	N-E‡	Exi	12-110	...	.....	D. Own	Own AB	4	Spl	Own AB	R	B‡	Own AB	Own	Opt*	Opt*	Bud	31	25⅝	340¼	89½
Mack AB Par. Car	25	....	.....	....	230½	Own AB	4-4¼x5	Own	Str	Spl	N-E‡	Exi	12-110	...	.....	D. Own	Own AB	4	Spl	Own AB	R	B‡	Own AB	Own	Opt*	Opt*	Bud	31½	28	333⅜	91⅝
Mack AB (gas-elec.)	25	....	.....	..	196	Own AB	4-4¼x5	Own	Str	Spl	N-E‡	Exi	12-110	...	.....	. Non	Non	...	Spl	Own AB	R	B‡	Own AB	Own	S 34x7*	DS34x7*	Bud	29	25⅝	311	89½
Mack AB (gas.-elec.)	29	.....	.....		225	Own AB	4-4¼x5	Own	Str	Spl	N-E‡	Exi	12-110	...	.....	. Non	Non	....	Spl	Own AB	R	B‡	Own AB	Own	S 34x7*	DS34x7*	Bud	32	25⅝	340¼	89½
Mack AL City Type	29	...	....	...	233	Own AL	6-4¼x5	Own	Str	Spl	N-E‡	Exi	12-110	...	.....	P. Own	Own AL	4	Spl	Own AL	R	B‡	Own AL	Own	S 34x7*	DS34x7*	Bud	34	28	351⅞	89½
Mack AL Par. Car	29	...	.	.	233	Own AL	6-4¼x5	Own	Str	Spl	N-E‡	Exi	12-110	..	.....	P. Own	Own AL	4	Spl	Own AL	R	B‡	Own AL	Own	S 34x7*	DS34x7*	Bud	34	28	354¾	91⅝
Mack AL (gas.-elec.)	29	...	...	.	233	Own AL	6-4¼x5	Own	Str	Spl	N-E‡	Exi	12-110	...	.....	. Non	Non	....	Spl	Own AL	R	B‡	Own AL	Own	S 34x7*	DS34x7*	Bud	34	28	351⅞	89½
Menominee T	16	5600	8800	3200	176	Wis Y	6-3⅜x5	Per	Zen	D-R	D-R	Wil	6-170	38	10	P. B&B	Cot AU	4	Pie	Wis	R	B	Shu 5550	Ros	P 32x6	DP32x6	Bud	28	26	262	77½
Menominee T	21	6350	10350	4000	201	Wis HB	6-3¾x5	Per	Zen	D-R	D-R	Wil	6-170	38	7	P. B&B	Cot AU	4	Pie	Wis	R	B	Shu 5550	Ros	P 34x7	DP34x7	Bud	28	26	292	87
Nevin A	29	7000	11000	4000	225	Bud BA6	6-4⅛x5⅛	Bus	Zen	Eis	L-N	Own	12-140	35	6	D. B-L	B-L 55	4	Spi	Tim 65700D	W	A	Shu 610B	Roe	P 38x7	DP38x7	Bud	32	28	328	90
Pierce-Arrow Z	25	6100	9100	3000	196	Own	6-4x5½	Own	Own	D-R	D-R	Wil	12-132	50	3.0	. Own	Own	4	Spl	Own	W	B‡	Own	Own	P 36x6	DP 36x6	Bud	37½	28	282	89 1/16
Pierce-Arrow Z	30	6200	9700	3500	220	Own	6-4x5½	Own	Own	D-R	D-R	Wil	12-132	50	3.0	. Own	Own 55	4	Spl	Own	W	B‡	Own	Own	P 36x6	DP 36x6	Bud	40	28	303	89 1/16
*Rehberger B3	25	6800	10300	3500	204	Bud BUS	6-4x5⅛	Bus	Zen	Eis	L-N	Wil	12-132	40	7.0	D. B-L	B-L 55	4	Spl	Tim 65710D	W	A‡	Shu 610B	Ros	P 36x6	DP36x6	Bud	29	28	294	90
*Rehberger B4	29	7000	10500	3500	224	Bud BA6	6-4⅛x5⅛	Bus	Zen	Eis	L-N	Wil	12-132	40	7.0	D. B-L	B-L 55	4	Spl	Tim 65700D	W	A‡	Shu 610B	Ros	P 36x6	DP36x6	Bud	33	30	326	90
Reo GB	21	...	....	...	175	Own	6-3 3/16x5	Own	Sch	N-E	N-E	Wil	6-240	...	.....	D. B-L	W-G	4	Pet	Own	S	E†	Own	Own	P34x7.50	DP34x7.5	Van	29½	.....	.....	....
Royal D	25	6900	.....	3400	220	Wis Z	6-4½x5	Bus	Zen	Eis	L-N	Exi	12-287	...	.....	D. B-L	B-L	4	Pet	Tim 6522	W	....	Tim 1660	Ros	P 36x6	P 36x6	Bud	....	25	316	96
Royal E	29	7100	.....	3600	220	Wis Z	6-4½x5	Bus	Zen	Eis	L-N	Exi	12-287	...	.....	D. B-L	B-L	4	Pet	Tim 6522	W	....	Tim 1660	Ros	P 36x6	DP 36x6	Bud	....	25	353	96
Safeway 6 Wh'lr 64	29	8970	.....	....	224	Con 12H	6-4¼x5¼	U.S.	Str	Eis	N-E	Wil	12-130	35	.....	D. B-L	B-L 55	4	Spl	Tim 64220D	W	E°	Tim 1660C3	Ros	P 34x7	P 34x7	Bud	35	.....	339	88⅞
Safeway 6 Wh'lr 66	63	10000	.....	....	234	Con 15H	6-4½x5¾	U.S.	Str	Eis	N-E	Wil	12-250	28	.....	D. B-L	B-L 60	3	Spl	Tim 6422 J10	W	E°	Tim 1660A1	Ros	P 36x8	P 36x8	Bud	36	28⅝	374	92⅞
Schacht N	25	7800	.....	4000	205°	Wau KU	6-4¼x4¾	Own	Zen	L-N	L-N	Exi	6-120	50	....	D. B-L	Ful	4	Spl	Wis 1250K	R	A‡	Own	Ros	P 36x6	DP 36x6	Bud	33	28	291⅝	84
Selden Pacemaker	18	4075	.....	2000	185°	Con 15C	6-3⅜x4⅝	Own	Str	N-E	N-E	Exi	12-153	50	5.0	D. B-L	B-L 31	3	Blo	Cla 501	B	...	Shu	Ros	S 32x6	S 32x6	Van	....	24	Opt	Opt
Selden Roadmaster	25	5650	....	3000	210°	Con 6B	6-3¾x5	Own	Str	N-E	N-E	Exi	12-150	50	5.0	. B-L	B-L 51	4	Blo	Cla 720	....	....	Tim	Ros	S 32x6	DP24x7	Van	....	24	.....	....
Studebaker 75	21	5290	8260	3150	184	Own	6-3⅞x5	Lon	B.B.	D-R	D-R	Wil	12-108	55	5.0	D. Lon	Ful	4	Spi	Eat	S	G*	Eat	Ros	B34x7.5	B 34x7 5	Bud	31	27½	279⅜	90
Studebaker 75 Jr.	14	4600	7330	2730	158	Own	6-3⅞x5	Lon	B.B.	D-R	D-R	Wil	12-108	55	5.0	D. Lon	Ful	3	Spi	Eat	S	G*	Eat	Ros	B32x6.75	B 32x6.75	Van	30	26¾	250⅛	78½
Studebaker 76 Special	22	4765	7895	3130	184	Own	6-3⅞x5	Lon	B.B.	D-R	D-R	Wil	12-108	55	5.0	D. Lon	Ful	3	Spl	Eat	S	G*	Eat	Ros	B32x6.75	B 32x6.75	Van	34	24	289	92
Twin City DW	25	7500	11500	4100	210	Own TW	4-4¼x6	Mod	Zen	Bos-A	L-N	Wil	12-153	35	6.0	D. Ful	Ful HU16	4	Spl	Tim 6518B2	W	A	Tim 1560B2	Ros	P 36x6	DP 36x6	Bud	36	22	310	90
Twin Coach	40	.....	15500	....	194	Wau	6-3½x4½‡	Lon	Zen	D-R	L-N	Exi	12-125	50	5.0	D. B-L	B-L‡	3	Pet	Tim	W	E°	Tim	Ros	P40x10½	DP38x7	Day	33	26	360	96
Victor 80B	35	8000	.....	....	221	Con 14H	6-4½x5¾		Zen	Eis	A-L	Wil	6-180	40	4.3	D. Ful	Ful HU16	4	U-M	Wis 1305K	R	B	Shu 610B	Ros	P 36x6	DP 38x7	Ind	39½	23	Opt	Opt
Ward LaFrance 3B	25	6300	9700	3400	Opt	Wau DU	6-4½x6¼	Bus	Str	Bos-R	Bos-R	Wil	12-132	35	.....	D. B-L	B-L 55	4	Spl	Tim	W	A	She	Ros	P 36x6	DP 36x6	Bud	36	28	304	75½
Ward LaFrance 4B6	25	6600	.....	....	Opt	Wau 6QL	6-4x5¾	....	Str	Bos-R	Bos-R	Pol	12-174	...	.....	D. B-L	B-L	4	Spl	Tim	W	..	Shu	Ros	P 34x7	DP34x7	Bud	.....	.....	.....	....
White 50B	29	6494	.....	....	198°	Own GRB	4-4¼x5¾	Own	Zen	.....	L-N	Opt	12-132	...	.....	P. Own	Own GRBB	4	Spl	Own 50B	R	B°	Own 50B	Own	P 34x7	DP 34x7	Bud	38½	26	299	83
White 53	21	6000	.....	....	180°	Own GRB	4-4¼x5¾	Own	Zen	.....	L-N	Opt	12-132	...	.....	P. Own	Own GRBB	4	Spl	Own 53	S	B‡	Own 53	Own	B34x7.50	DB34x7.5	Bud	33½	26	281¼	84½
White 54	29	7915	.....	....	227°	Own 1A	6-4⅜x5¾	Own	Zen	L-N	L-N	Opt	12-112	...	.....	P. Own	Own 1B	4	Spl	Own 54	S	E°	Own54	Ros	B 38x9.0	DB38x9.0	Bud	44	24⅝	335⅜	91
Yellow Coach X	21	5040	8900	3860	210	Yell	6-3½x4½	Lon	Zen	N-E	N-E	Ves	12-100	..	.....	D. Lon	B-L	4	Spl	Tim	S	E	Tim	Ros	B 34x7.5	DB34x7.5	Bud	30	23 1/16	260	90
Yellow Coach X	17	5040	9100	4060	210	Yell	6-3½x4½	Lon	Zen	N-E	N-E	Ves	12-100	..	.....	D. Lon	B-L	4	Spl	Tim	S	E	Tim	Ros	B 34x7.5	DB34x7.5	Bud	30	23 1/16	291	84
Yellow Coach Y	29	6750	13590	6840	225	Yell	6-3½x5½	Lon	Zen	N-E	N-E	Ves	12-100	...	.....	D. Lon	B-L	4	Spl	Tim	S	E	Tim	Ros	B 40x9 0	DB40x9.0	Bud	31⅛	25 1/16	344	90
Yellow Coach Z	29	7550	12500	4950	200	Yell	6-4¼x5½	Lon	Zen	N-E	N-E	Ves	12-100	...	.....	D. Own	B-L	4	Spl	Tim	W	A	Tim	Ros	P 36x6	DP36x6	Bud	35½	26⅝	291	90
Yellow Coach Z	67	7515	13885	6370	200	Yell	6-4¼x5½	Lon	Zen	N-E	N-E	Ves	12-100	...	.....	D. Own	B-L	4	Spl	Tim	W	A	Tim	Ros	S 34x6	DS34x6	Bud	36	25⅞	338	94
Yellow Coach Z	33	7380	12210	4830	230	Yell	6-4¼x5½	Lon	Zen	N-E	N-E	Ves	12-100	...	.....	D. Own	B-L	4	Spl	Tim	W	E	Tim	Ros	P 36x7	DP38x7	Bud	....	.....	.....	....
Yellow Coach Z, Gas. Elec.	33	9145	14110	4965	230	Yell	6-4¼x5½	Lon	Zen	N-E	N-E	Exi	6-285	...	.....	Non	Non	...	Spl	Tim	W	A	Tim	Ros	P 36x7	DP38x7	Bud	....	25	341	92½
Yellow Coach Z, Gas. Elec.	66	10350	17350	7000	230	Yell	6-4¼x5½	Lon	Zen	N-E	N-E	Exi	6-285	...	.....	Non	Non	...	Spl	Tim	W	A	Tim	Ros	S 34x7	DS34x7	Bud	.....	23½	364	94

‡—Two.